

WHITE'S FORD PARK

CMPT 2008-0020, SPEX 2008-0061 & SPEX 2008-0062

STATEMENT OF JUSTIFICATION REVISED SEPTEMBER 17, 2009



I. APPLICATION OVERVIEW

The Northern Virginia Regional Park Authority (the "Applicant" or "NVRPA") proposes to establish a park on approximately 275 acres of land north of Leesburg. The property, adjacent to the Potomac River, is ideally situated for a passive park planned for public hiking trails, camping and cabin facilities, a boat ramp and picnic pavilions. The creation of a passive park and many of the uses the Applicant envisions on the property are permitted under the existing AR-1 zoning. To further enhance the park, the Applicant plans to provide much sought-after access to the Potomac River with a boat ramp and provide campgrounds for overnight stays, two amenities that require legislative approval. Therefore, the Applicant is seeking a Special Exception to permit a boat ramp to allow access to the Potomac River and a Minor Special Exception to allow camping facilities. In addition, the Applicant is requesting approval of a Commission Permit to establish the park.

II. PROPERTY LOCATION

The property is north and west of the Potomac River and accessed by Hibler Road. The property is zoned Agricultural Rural-1 ("AR-1") under the Revised 1993 Loudoun County Zoning Ordinance (the "Zoning Ordinance") and is further identified as Tax Map 31 Parcel 5 (MCPI: 077-36-5320) (the "Property"). At present, the Property is approximately 294.6 acres; however, the current owner would like to retain 20 acres and has filed a Subdivision Application. Pending the successful approval of that subdivision, the Property would be approximately 275 acres, all of which would be incorporated into the proposed passive park.

The Property is located between Leesburg and Lucketts in the Catoctin Election District and is planned for Rural-20 uses pursuant to the Revised General Plan (the "RGP"). All abutting properties are similarly planned for Rural-20 uses and similarly zoned for AR-1 development.

III. BACKGROUND AND APPLICATION PROPOSALS

NVRPA was organized in 1959 under the Virginia Park Authorities Act to plan, acquire and develop a system of parks throughout Northern Virginia. Today, NVRPA represents the counties of Fairfax, Arlington and Loudoun and the cities of Falls Church, Fairfax and Alexandria and has protected and made available more than 10,000 acres of rolling and wooded countryside through the creation and operation of 21 parks across Northern Virginia.

In Loudoun alone, NVRPA has nine parks, including Algonkian, Ball's Bluff, Red Rock, Temple Hall, Brambleton, Blue Ridge, Aldie Mill, Seneca and the W&OD Trail. These properties, along with NVRPA's parks across Northern Virginia, provide the public a wide range of recreational activities, including trails, river access, golf, picnicking and camping, and serve to protect and conserve sensitive land. The current proposal to create White's Ford Park would augment those offerings by providing a much-coveted access point to the Potomac River.

Although much of the Property is vacant, there is an existing home on the Property. NVRPA would retain and maintain the existing home to complement the park uses described below.

The Applicant plans to develop a passive park, which is permitted by right under the existing AR-1 zoning. To further enhance the park, the Applicant is requesting a Minor Special Exception, pursuant to Section 5-646 of the Zoning Ordinance, to establish several camping areas as well as an area with cabins, all in the general locations as shown on the attached concept sketch.

The site's adjacency to the Potomac River offers the public a rare opportunity to gain access to the river from Loudoun County. To provide that access, as well as a facility from which boats can be rented and concessions sold, the Applicant is requesting a Special Exception pursuant to Section 4-1506 (A) of the Zoning Ordinance, to erect a boat ramp and concession stand in the floodplain of the Potomac River.

These uses will contribute to the park's overall offerings and complement the planned walking trails, picnic pavilions, playgrounds and event areas that will create the bucolic setting that will become White's Ford Park.

The Applicant also is requesting a commission permit be granted to allow a park on the Property. As discussed below, the proposed park enhances the goals of the Rural Policy Area that are defined in the Revised General Plan ("RGP"), and the Applicant seeks approval from the Planning Commission for the commission permit.

IV. COMPLIANCE WITH THE REVISED GENERAL PLAN

The overall park development adheres to the goals of the Rural Policy Area of the RGP by retaining nearly 300 acres as rural landscape. "The preservation of the Rural Policy Area's unique Green Infrastructure includes the preservation of the physical environment of public open space and trails, stream valleys, floodplains, wetlands, and mountainsides as well as the scenic byways and vistas, historic and archaeological sites. The rural economy directly benefits from the protection and enhancement of the Green Infrastructure and it contributes to the quality of life of all of Loudoun's citizens." (Chapter 7 of the RGP)

Loudoun County has established policies documented in the RGP that protect stream corridors and scenic rivers, including the Potomac River, through the creation of riparian buffers and acquisition and management of open space corridors along these streams and rivers. The proposed park furthers this goal of the County's, at no cost to the County, by protecting a large swath of riverfront property. (Chapter 5 of the RGP)

In addition, the County's Tourism Policies state that the County will protect, expand, and enhance Loudoun's historic, cultural and natural resource-based tourism industry, which the proposed project will do. "A major concentration of visitor attractions are located in the Rural Policy Area and Towns; the preservation and nurturing of which is fundamental to the future of the tourism industry and its contribution to the rural economy." (Chapter 4 of the RGP)

V. TRANSPORTATION

A Traffic Impact Analysis for the proposed park has been prepared by Gorove/Slade Associates. The Analysis confirms that the park will have a minimal traffic impact. The study determined the intersection of US Route 15 and Limestone School Road, to the west of the Property, currently operates at unacceptable levels of service in the westbound direction during weekday morning and afternoon periods and will continue to do so. However, the proposal will contribute less than 1% of trips generated at this intersection. Further, based on a warrant analysis, neither a right turn lane or traffic signal would be warranted at this intersection. The Traffic Impact Analysis concludes that no safety issues have been identified at the intersections of Limestone School Road and Hibler Road and Limestone School Road and US Route 15.

It is important to note that the Applicant is committed to promoting the rural characteristics of not only the Property, but also the site's access, Hibler Road. "Protecting the rural character and scenic quality of rural roads is fundamental to the rural strategy. ... As such, the County will not support the destruction of the scenic, rural roads, or the negative impact that such destruction would have on the rural economy to increase road capacity." (Chapter 7 of the RGP) The Applicant is committed to leaving Hibler Road as a two-lane, dirt road.

VI. SUMMARY

This project offers Loudoun County a rare and much-desired opportunity to provide public passive recreational activities for its residents while offering a connection to the Potomac River for river enthusiasts, and for preserving open space for watershed protection. In addition, the proposed park project enables the preservation and visitation of a historic home and property that held significant value during the Civil War. The majority of the envisioned uses are permitted by right in the AR-1 district: trails, picnic pavilions, event areas. To further enhance those offerings, the Applicant is requesting a Special Exception to build a boat ramp to provide Potomac River access and a Minor Special Exception to provide campgrounds, cabins and associated

facilities. All of the envisioned uses will work in harmony with the rural landscape and economy.

ISSUES FOR CONSIDERATION

1993 ZONING ORDINANCE SECTION 6-1310

Issue A: *Whether the proposed special exceptions are consistent with the Comprehensive Plan.*

The Property is subject to the Revised General Plan's Rural Policy Area land use recommendations. The Planned Land Use Map designates the Property for Rural uses. The proposed boat ramp and campgrounds will enhance the permitted passive park that is envisioned for the Property and provide much-desired recreation activities for Loudoun residents. In addition, the proposed special exceptions meet two needs identified in the 2006 Virginia Outdoors Survey, conducted by the Virginia Department of Conservation and Recreation for its 2007 Virginia Outdoors Plan. The survey showed that the two highest needs for outdoor recreation in the next five years are access to recreational waters of the state and trails close to home.

Issue B: *Whether the proposed special exceptions will adequately provide for safety from fire hazards and have effective measures of fire control.*

The proposed campgrounds and boat ramp will be constructed to comply with all applicable fire safety and building requirements.

Issue C: *Whether the level and impact of any noise emanating from the site, including that generated by the proposed uses, negatively impacts the uses in the immediate area.*

There will be very little stationary noise produced by the passive park or the special exception uses. Noise from park visitors is not expected to negatively impact adjacent properties. Furthermore, the park will establish quiet hours between 10 p.m. and 7 a.m.

Issue D: *Whether the glare or light that may be generated by the proposed uses negatively impacts uses in the immediate area.*

All lighting for the campgrounds and boat ramp will be designed to minimize glare on adjacent uses.

Issue E: *Whether the proposed uses are compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.*

The Property is surrounded by rural lots. The proposed park will maintain the bucolic setting and complement the existing uses.

Issue F: *Whether [there is] sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen*

surrounding uses.

Adjacent properties are greater than four (4) acres in size and therefore the landscaping requirements are not required. Notwithstanding that, the Property benefits from existing tree lines along its boundaries and waterways that will buffer the uses from each other and from adjacent properties.

Issue G: *Whether the proposed special exceptions will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.*

The creation of the park will be done in such a manner to minimize the impacts to the natural, scenic and physical features of the Property. The Applicant is working within the confines of the existing Virginia Outdoor Foundation's easement on the property, which established four no-build zones to protect the scenic values and archaeological resources of the Property, as well as established 35-foot riparian buffers around all unnamed streams on the Property and a 100-foot vegetated buffer along the Potomac River to protect water quality. Applicant has conducted Phase I archeological surveys and will preserve features identified therein.

Issue H: *Whether the proposed special exceptions will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.*

The proposed uses will be implemented as much as possible to not degrade existing habitat, vegetation, or water or air quality. Existing tree buffers are protected by the Virginia Outdoors Foundation ("VOF") easement and will not be disturbed. The required setbacks, existing tree buffers and use of proper erosion and sediment controls during the development of the park facilities will protect the water quality. The VOF that holds a conservation easement on the Property has determined that the boat launch is allowed along the Potomac.

Issue I: *Whether the proposed special exceptions at the specified location will contribute to or promote the welfare or convenience of the public.*

The envisioned park would provide a true amenity to Loudoun residents by providing public open space, walking trails, picnic and play facilities, public river access and overnight accommodations in a convenient location just north of Leesburg.

Issue J: *Whether the traffic expected to be generated by the proposed uses will be adequately and safely served by roads, pedestrian connections and other transportation services.*

A Traffic Impact Analysis prepared by Gorove/Slade Associates confirms that the proposed park will have a minimal traffic impact within the study

area agreed with Staff from the Office of Transportation. The Applicant intends to honor the County's goal of maintaining rural roads such as Hibler in its current condition.

Issue K: *Whether, in the case of existing structures proposed to be converted to uses requiring a special exception, the structures meet all code requirements of Loudoun County.*

Not applicable.

Issue L: *Whether the proposed special exception will be served adequately by essential public facilities and services.*

The proposed special exception uses need very little in the way of public facilities and services. Camping will be served by on-site well and septic, no public water/sewer service anticipated.

Issue M: *The effect of the proposed special exceptions on groundwater supply.*

The proposed special exception uses will not adversely impact groundwater supplies.

Issue N: *Whether the proposed uses will affect the structural capacity of the soils.*

The proposed special exception uses will not adversely impact the structural capacity of the soils.

Issue O: *Whether the proposed uses will negatively impact orderly and safe road development and transportation.*

The proposed project will not negatively impact orderly and safe road development and transportation.

Issue P: *Whether the proposed special exception uses will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.*

Convenient access to parks and open space has been linked to increased property values, spurring recreation-oriented businesses and attracting visitors and tourists to an area who would then support local businesses such as lodging and restaurants during their visit. Although the park itself is not designed to be an economic generator, it adds another desired amenity to attract tax-paying businesses and residents to the County.

Issue Q: *Whether the proposed special exceptions consider the needs of agriculture, industry, and business in future growth.*

The proposed special exceptions are designed to complement the uses

permitted by right on the Property.

Issue R: *Whether adequate on and offsite infrastructure is available.*

The proposed special exception uses need very little in the way of onsite and offsite infrastructure; however, everything necessary to operate this as a passive park as proposed is available or will be available at the Property.

Issue S: *Any anticipated odors which may be generated by the uses on-the site, and which may negatively impact adjacent uses.*

There are no anticipated odors.

Issue T: *Whether the proposed special exception uses provide sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.*

Traffic associated with the creation of the park will be limited and will not impact any schools.

1993 ZONING ORDINANCE SECTION 4-1507

Issue A: *The proposed use will not increase the danger to life and property due to increased flood heights or velocities.*

The special exceptions being requested will add limited impervious surfaces to the Property and therefore will not increase dangerous flooding on the Property. The campsites will be created on flat surfaces, no platforms or other structures will be used and therefore the land remains pervious. And the boat ramp's size will be insignificant in respect to the Property's 3,250 linear feet of river frontage.

Issue B: *The proposed use will not increase the danger that materials may be swept downstream to the injury of others.*

Any amenities associated with the campgrounds or boat ramp, i.e.: the concession stand or trash receptacles, will be secured or removed from the floodplain to avoid them being swept downstream. The Applicant has a policy that prior to dangerous storms, it removes any amenities that are not secured to the ground.

Issue C: *The proposed water supply and sanitation systems are designed to prevent disease, contamination, and unsanitary conditions.*

The Applicant will meet all County Health Department standards.

Issue D: The proposed use or structure must be located and designed to limit its susceptibility to flood damage, and available alternative locations, not subject to flooding, for the proposed use must be considered.

The boat ramp and campgrounds will be designed to limit their susceptibility to flooding.

Issue E: The proposed use is compatible with existing and planned development.

The uses will enhance the planned park by providing amenities that allow visitors to camp on the Property and gain access to the river. Located toward the interior of the Property, both uses are compatible with the rural environment.

Issue F: The proposed use is in harmony with the comprehensive plan.

Yes. The proposed park and its amenities meet the Rural Policy Area's goals of preserving and providing open space to Loudoun's citizens.

Issue G: The expected heights, velocity, duration, rate of rise and sediment transport of the flood waters expected at the site should not cause significant damage.

Understood. The development is minimal and therefore is not expected to cause any damage.

This page intentionally left blank.

A-108

Colleen Gillis Snow
(703) 456-8114
gillissnow@cooley.com



HAND DELIVERY

July 30, 2009

Nicole Steele
Loudoun County Planning Department
1 Harrison Street, S.E.
Third Floor
Leesburg, VA 20175

RE: White's Ford Park Applications - SPEX 2008-0061, SPEX 2008-0062 and CMPT 2008-0020 - First Referral Comment Response Letter

Dear Nicole:

This letter constitutes the Applicant's response to Staff first submission review comments that we received July 13, 2009, from the Department of Community Planning regarding the above-referenced applications. Each Staff comment is noted in *italics*, followed by the Applicant's response, below.

Department of Community Planning

Comment 1: Land Use

Staff finds that the proposed use of the subject property for a regional park is consistent with the planned land use and is supported by the rural policies of the Revised General Plan.

Issues pertaining to impacts to environmental features, compatibility and traffic are discussed below.

Response: Comment acknowledged.

Comment 2: River and Stream Corridor Resources

Staff finds that the passive uses and development plan for the proposed regional park complies with the river and stream corridor resource policies of the Plan. Additional detailed information regarding the design and function of the proposed restroom facilities to be located within the floodplain is requested. Coordination between staff, the Health Department and the applicant are recommended to assure that in flood events that the restroom facilities do not create a health issue. Staff welcomes a meeting with the applicant to discuss these issues.

Nicole Steele
July 30, 2009
Page Two

Response: Comment acknowledged. We are interested in protecting any restrooms and would be happy to ensure such design considerations are incorporated at the time of site plan. However, it is important to note that the proposed restroom south of Hibler Road is located outside the floodplain.

Comment 3: Forests, Trees, and Vegetation

Staff recommends that as much of the existing vegetation and trees as possible be preserved on the site. Staff recommends that the existing forest cover and hedgerows which are to be preserved on the subject property be designated as tree conservation areas (TCAs) on the proposed Special Exception Plat. Staff recommends commitment to the long-term maintenance of the tree conservation areas (TCAs).

Response: The Applicant intends to preserve the existing forest cover and hedgerows at the property as identified on Sheet 5 of the Special Exception Plat.

Comment 4: Plant and Wildlife Habitats

Staff concurs with the Virginia Department of Conservation and Recreation's (DCR's) review and findings.

Response: Comment acknowledged and appreciated.

Comment 5: Lighting

Staff recommends that the applicant commit to providing site lighting which is the minimum intensity of lighting necessary for the operation of the proposed uses within the park. The proposed site lighting should be shielded and directed downward to reduce glare and spillage of light onto adjoining properties and the night sky.

Response: Comment acknowledged. The Applicant would be willing to agree to a development condition requiring a commitment to Staff's suggested lighting measures.

Comment 6: Historic and Archeological Resources

Based on staff's review of the survey reports, further consultation with the applicant and the County Staff is recommended to develop a cultural resource management plan for the property to avoid impacts to archaeological sites, ensure preservation of existing historic structure, and to site and design new structures so that they blend with the existing historic buildings and rural agricultural character of the property.

Response: NVRPA has several important goals and objectives for the design, development and management of its park areas. These goals and objectives include obligations to:

Nicole Steele
July 30, 2009
Page Three

- Acquire, preserve and protect regionally significant areas of exceptional natural, environmental, historic, cultural, recreational or aesthetic value;
- Balance the development of recreational amenities and opportunities with the preservation of natural, scenic, historic, cultural and other environmentally sensitive resources; and
- Maintain the integrity and quality of park and recreation facilities through continued careful development, operation and maintenance.

Consistent with these goals and objectives and as shown on the Special Exception Plat, the proposed park has been carefully designed around a number of archeological resources including four no-build areas, allowing important archaeological features to be preserved. Further, the Applicant plans to retain the Colonel White House and proposes that its surroundings will be an "interpretative area" allowing the building to continue to be an important resource despite the fact that the house and associated farm buildings are outside of the area and scope of the special exception.

In developing the park and undertaking final design of other necessary buildings, close attention will be paid to the natural, scenic, historic and cultural environment. It is also important to note that the positioning of the proposed park office and visitor center will allow these buildings to replace existing unattractive structures (of no architectural or historic merit), to further minimize impacts to the Property.

For the reasons provided above, the Applicant does not feel that a cultural resource management plan for the proposed park is necessary.

Comment 7: Compatibility

Staff finds that the proposed use of the subject property as a regional park is consistent with the land use and rural economic policies of the Revised General Plan. However additional consideration of the scale and intensity of the use, in particular the anticipated number of visitors and types of activities, should be provided and will be evaluated to determine their impacts and overall compatibility with the surrounding rural area.

Response: Comment acknowledged. Please see the updated Special Exception Plat and information submitted in our response letter dated July 1, 2009, for more information.

Comment 8: Traffic

The establishment of the proposed regional park on the subject property appears to have a "minimal traffic impact" and adequate provisions appear to have been provided to accommodate safe access to the site. Staff defers to the Office of Transportation Services for further review and comment on the application.

Response: Comment acknowledged.



Nicole Steele
July 30, 2009
Page Four

Please do not hesitate to call or email with any questions. We look forward to being scheduled for public hearing in September.

Warmest regards,

A handwritten signature in blue ink that reads "Colleen".

Colleen Gillis Snow

cc: Todd Hafner, Northern Virginia Regional Park Authority
Kate Rudacille, Northern Virginia Regional Park Authority
Lou Canonico, christopher consultants
Brian Nolan, christopher consultants
Tushar Awar, Gorove Slade
Molly Novotny, Cooley Godward Kronish LLP
Ben Wales, Cooley Godward Kronish LLP

410131 v3/RE

Colleen Gillis Snow
(703) 456-8114
gillissnow@cooley.com

HAND DELIVERY

July 1, 2009

Nicole Steele
Loudoun County Planning Department
1 Harrison Street, S.E.
Third Floor
Leesburg, VA 20175



RE: White's Ford Park Applications - SPEX 2008-0061, SPEX 2008-0062 and CMPT 2008-0020 - First Referral Comment Response Letter

Dear Nicole:

This letter constitutes the Applicant's response to staff and agency first submission review comments that we received April 7 and April 15, 2009, regarding the above-referenced applications. We are still awaiting comments from Community Planning. Each staff and agency comment is noted in italics, followed by the Applicant's response, below.

Department of Building and Development – Environmental Review (comments dated March 18, 2009)

1. *The proposed boat ramp location crosses an area of very steep slopes along the bank of the Potomac. Staff recommends relocating the ramp to an area to the east that will not impact very steep slopes, consistent with ZO Section 5-1508(D).*

The exact location of the boat ramp has not yet been determined; however, the approximate location shown on the Concept Sketch was chosen because the water level there is deeper than the area to the east and it minimizes impacts to archeological resources. Also, this location accommodates full access, unlike the area to the east, which is limited by the Virginia Outdoor Foundation's no-build easement.

2. *The proposed entrance on the eastern portion of the property north of Hibler Road may impact very steep slopes, minor floodplain, and wetlands if widened beyond its current footprint. Due to these significant impacts staff recommends abandoning this proposed access point and utilizing this existing driveway as a secondary or emergency means of gaining access to the property. Please refer to the RGP Pages 5-26 (Steep Slope and Moderately Steep Slope Policies), and 5-6 (River and Stream Corridor Resources Policies). Also refer to the Loudoun County Revised Zoning Ordinance (ZO), Section 5-646, E.3.*

This roadway exists today to provide access to the home on the property. The Applicant plans to maintain this road in its current condition as an access point to the home and will follow the recommendation of staff that it serve only as a secondary or emergency access point for uses

Nicole Steele
July 1, 2009
Page Two

proposed with this application. The campsites located north of Hibler road will be accessed from a road situated farther to the west.

3. *A Wetland Delineation of the portion of the property north of Hibler Road has been prepared by Bowman Consulting and was submitted with this application. No such study has been provided for the Potomac floodplain portion of the property. Since the Loudoun County Predictive Wetland Model identifies potential wetlands within both segments of the property, staff recommends clarification of whether a wetland delineation has been conducted for the Potomac floodplain portion of the property and whether a Jurisdictional Determination has been issued by the U.S. Army Corps of Engineers (Corps). The jurisdictional determination is needed with this application to demonstrate compliance with the avoidance and minimization criteria required by Section 404 of the Clean Water Act and Section 9VAC25-210-115A of the Virginia Water Protection Permit Regulations. The jurisdictional determination is also needed to evaluate conformity with Policy 23 on Page 5-11 of the Revised General Plan (RGP) which states that "the County will support the federal goal of no net loss to wetlands in the County."*

If Federal permits are required from the Army Corps of Engineers because of potential impacts to wetlands, the project may be subject to Section 106 of the National Historic Preservation Act and impact mitigation for all register eligible archaeological sites or structures may be required through the Virginia Department of Historic Resources (VDHR). Staff will be happy to work with the applicant and the VDHR (if necessary) throughout this process.

Christopher Consultants completed a Wetland Delineation for the portion of the Property south of Hibler Road. This report is included with this submission and was submitted to the Army Corps of Engineers a jurisdictional determination.

4. *The proposed park layout avoids the majority of the existing fencerows located on the site. Staff believes that this approach helps to maintain the rural character of this area as well as provide buffering to help separate the various components of the park. However, significant areas of the fencerows have invasive and less desirable species such as Ailanthus and black locust. Staff would support the systematic removal of Ailanthus and black locust with the subsequent replacement of native deciduous mixed hardwood as noted on sheet 5 of the submitted plans. Staff recommends that the culling, stump treatment and replanting process be done incrementally. Staff also recommends that in areas where improvements are proposed adjacent to fencerows that the applicant engages an arborist to certify that trees in proximity of the improvements do not impose a safety hazard.*

The Applicant will work with a certified arborist or other qualified professional to establish a management plan for controlling and removing the invasive and less desirable species on site. The plan will include the phased treatment and removal of invasive species as well as the phased replanting of the fencerows with native trees. Prior to construction of improvements adjacent to fencerows, a certified arborist or other qualified professional will verify that trees in proximity of the proposed improvements do not impose a safety hazard.

5. *Staff recommends contacting the Virginia Department of Forestry (DOF) concerning the possibility of reforestation within the 250 foot campground setback and elsewhere on the*

Nicole Steele
July 1, 2009
Page Three

property. The DOF will provide guidance and other assistance for plantings in these areas. Areas designated as archaeological sites within the Potomac floodplain however should be avoided as tree plantings in the areas may prove detrimental to the site integrity. Including forest and tree conservation measures within the project is consistent with Forest, Trees and Vegetation Policies on Page 5-32 of the RGP.

The Applicant does not think it is appropriate nor necessary to provide additional buffering in this area at this time. Rather, the Applicant intends to allow the setback area to reforest naturally and will consult with the Department of Forestry for recommendations on spurring natural regrowth. Given considerations, we do not think it is necessary to provide additional buffering in this area.

6. *The Surface Water Policies within the RGP support the implementation of low impact development (LID) techniques (Page 5-17). Substantial portions of the property consist of soils that are moderately well to well drained. It is unclear from the plans what areas, including roadways, campsites, parking, and structures, will be impervious. Much of the upland portion of the property drains into an area consisting of very steep slopes, a farm pond, wetlands, and minor floodplain. Where impervious surfaces are needed, staff recommends incorporating infiltration measures for runoff.*

During the design phase of the associated site plan(s), the Applicant will abide by the Facilities Standards Manual and aim to incorporate low impact development ("LID") techniques and best management practices ("BMP") in regards to storm water management. However, as the site hydrology has not been analyzed at this time, the Applicant cannot commit to specific LID or BMP measures until overall drainage and runoff patterns are studied during the preparation of the construction plans.

7. *Staff encourages installation of water conservation measures into the project, such as low flow and waterless urinals in proposed restrooms. Including water conservation measures within the project is consistent with General Water Policies on Page 2-20 of the RGP.*

The Applicant's Mission Statement includes the tenet that the Park Authority is committed to "the conservation of regional natural and cultural resources." In accordance with this guidance, the Park Authority has installed waterless urinals and low-flow fixtures as part of recent renovations at its existing parks and anticipates installing similar water-conserving facilities at White's Ford Park.

8. *A Preliminary Soils Report was conducted for the upland (north of Hibler Road) portion of the property. Staff recommends conducting the same for the Potomac floodplain portion as well, in order to update County records concerning Prime Agricultural Soils as discussed in the RGP Page 5-24 (Prime Agricultural Soil Policies) and the Facilities Standards Manual (FSM) Section 6.130.*

The Applicant will provide Loudoun County with a Preliminary Soils Report for the Potomac Floodplain portion of the property at time of site plan.

A-115

Nicole Steele
July 1, 2009
Page Four

9. *Staff recommends avoiding impacts to two areas of archaeological importance described in the following text. These sites are:*

- a. 44LD0365
- b. 44LDA (temporary site number within WSSI report)

Staff notes that site 44LD0365, which is to be avoided in compliance with a Virginia Outdoor Foundation (VOF) No-Build Area, has been misidentified on the Virginia Department of Historic Resources maps and therefore is misidentified on the submitted plans. Thunderbird Archaeology has indicated that the site should be mapped on a terrace some 200-400 feet closer to the Potomac. Consequently the site is in an area designated to be a Park camp area. Staff recommends avoiding impacts to the site. Staff also notes that Thunderbird identified a new site (44LDA) along a terrace on the southwestern portion of the Potomac Floodplain. This site is a Late Woodland Village site. Surface collection has identified this as an extensive site that is quite shallow within the soil profile. This is also an area designated for camping. Staff recommends avoiding impacts to this site as well, either through avoidance or by minimizing subsurface disturbance. It is unclear from the current proposed plans what the impacts would consist of during the construction of camping spaces, parking areas, roadways, etc. Staff understands that additional archaeological work is planned for this site to further delineate the site both horizontally and vertically. It is unclear if this site will be subject to the VOF No-Build Area designation as well. The Policies regarding Historic and Archaeological Resources within the RGP, Page 5-35, discuss the County's interest in "the protection of these sites during the development process."

The Applicant commissioned Thunderbird Archeology to do a Phase I study for the southern portion of the Property. That report, which identifies the appropriate location of site 44LD0365 and establishes boundaries for site 44LDA, (now identified as site 44LD1541), is included with this submission. The campgrounds and parking areas that were previously located within these areas of archeological significance have been relocated. A road, however, will need to cross site 44LD0365 to provide access to the river, and Thunderbird has studied potential road crossings to identify areas that are void of artifacts. Those locations are identified on the revised Concept Sketch and Special Exception plat.

10. *Staff supports a built design with this application that helps to sustain the natural environment, consistent with Revised General Plan (RGP) language on page 5-2. Staff also commends the Northern Virginia Regional Parks Authority for registering the Temple Hall Farm Visitor Center for Leadership in Energy and Environmental Design (LEED) Certification. Accordingly, staff recommends that the applicant implement design measures that conserve energy and water consumption, minimize waste generated during construction, and maintain interior and exterior air quality. RGP policies supporting these design measures include policy one, page 2-20; policy two, page 2-23; policy one, page 5-5; and policy one, page 5-41.*

Several design approaches are available to achieve these goals, including LEED as administered by the United States Green Building Council; and Energy Star and Water Sense programs administered by the Environmental Protection Agency. The Board of Supervisors has endorsed LEED as the preferred green building rating system for non-residential construction

A-116

Nicole Steele
July 1, 2009
Page Five

through its support of the COG Regional Green Standard, available at <http://mwco.org/environment/greenbuilding/>. Loudoun County also participates with the Energy Star program and uses the Energy Star Portfolio Manager to benchmark energy efficiency for public facilities. Staff recommends incorporation of these design approaches and is available to discuss design options with the applicant, thereby meeting its role as "leader and facilitator" for achieving and sustaining a built environment of high quality, as directed by RGP policy one, page 5-5.

NVRPA, as an agency, is committed to sustainable building design at its facilities and will extend these commitments and techniques to its park facilities at White's Ford. In 2006, NVRPA was the first park agency in the country to adopt the Cool Counties/Cool Cities pledge to reduce greenhouse gases. As part of that commitment, NVRPA set an annual goal to reduce energy consumption by 5 percent agency wide and put in place an energy conservation plan at each of its parks, to track energy consumption and convert it to both BTU and carbon emissions, when possible. In addition, NVRPA pledged to stop increasing carbon emissions by 2010 and then reduce the output of carbon by 2 percent per year until 2050 (resulting in an 80 percent reduction).

In the first full year of the effort, total carbon emissions at NVRPA facilities were reduced well ahead of the Cool Counties goal. For example, efforts at Brambleton Regional Golf Course reduced consumption by 27 percent, saving enough energy in a year to heat and cool 103 average homes for a year. In 2007 Cameron Run Regional Park reduced its energy consumption by almost 21 percent.

In addition to the LEED certification for the Temple Hall visitor center, NVRPA has implemented the following energy-efficient techniques throughout its facilities: installing high efficiency lighting, including motion-sensing switches, and programmable thermostats, retrofitting buildings with more efficient windows and insulation, using high-efficiency pumps and geo-thermal heat pumps, actively generating solar power and introducing more electric utility, hybrid and natural gas vehicles in the parks.

Furthermore, NVRPA was the first park agency in the Mid-Atlantic to have its golf courses achieve Audubon International Cooperative Sanctuary status, including chemical use reduction and safety, water conservation and water quality management, and other program categories. And recently, NVRPA became the first park agency to partner with the U.S. EPA in its Pesticide Environmental Stewardship Program. This partnership grew out of NVRPA's cutting edge fertilizer and pesticide use policy that goes far beyond what is required by law.

Department of Fire, Rescue and Emergency Management (comments dated April 1, 2009)

1. *Staff respectfully requests that the applicant provide more detail regarding the internal road network. Staff is not able to evaluate emergency vehicle access and circulation throughout the parcel since the submitted plan does not show sufficient detail: road widths, proposed improvements, etc. Staff cannot provide a recommendation of approval until the requested information is provided.*

A117

Nicole Steele
July 1, 2009
Page Six

The specifics of the proposed roadways have not been designed at this time. However, at the time of site plan submission, the Applicant will ensure all roadways are in conformance with the specifications of the Facilities Standards Manual and that the Property can accommodate emergency vehicles.

2. *Staff also recommends the applicant would consider installing a dry hydrant in the area of the boat ramp (with associated access road) to facilitate access to water for firefighting purposes not only for the proposed use but to protect neighboring uses.*

The Applicant cannot commit to this, as it does not control the water in the Potomac River; Maryland does. Extracting water from the Potomac without a contract in place with Maryland would cause problems that NVRPA is unwilling to undertake.

Department of General Services (comments dated March 19, 2009)

1. *DGS has reviewed the plans and since no stormwater concept was submitted, we reserve our comments until the project progresses to the development review stage.*

Comment acknowledged. Stormwater will be addressed at time of site plan.

Parks, Recreation and Community Services (comments dated March 25, 2009)

1. *Staff notes that the Applicant is proposing in their Statement of Justification to retain Hibler Road (Route 656) as a rural, gravel road. However, Staff is familiar with the existing conditions of the current road, and notes that the road is essentially one-lane wide in most places, and may not be able to adequately accommodate the potential traffic to and from a Regional Park. Furthermore, direct access to Hibler Road from Route 15 south of the subject property is served by Limestone School Road (Route 661). Limestone School Road crosses a fork of Limestone Branch over a one-lane bridge, which may not be able to adequately handle the volume of traffic to a Regional Park. In addition, since the subject property is located at the end of the state-maintained portion of Hibler Road, there is not a secondary point of access to relieve potential traffic. Given the desire and demand for public equestrian facilities, campgrounds and boat ramps on the Potomac River in Loudoun County, the Applicant may be underestimating the potential popularity of such facilities and the traffic impacts they may have on these rural roads.*

Hibler Road and Limestone School Road in the vicinity of the project site are two-lane, 20-foot-wide, unpaved rural roads. The unpaved road surface is consistent with the rural character of the surrounding farms and residences and acts as a traffic-calming measure as it limits operating speeds. The Applicant is proposing to maintain these roads largely in their current condition, in compliance with the Loudoun County Revised General Plan policy that states: "protecting the rural character and scenic quality of rural roads is fundamental to the rural strategy" (Revised General Plan, Chapter 7).

A-118

Nicole Steele
July 1, 2009
Page Seven

Although the proposed facility is a regional park, that name is driven by the Park Authority being a regional agency, not by the services offered at the park. The proposed development is expected to generate a maximum of 350 daily trips, which would occur over the weekend. When combined with the 150 existing trips, Hibler Road would be carrying 500 vehicles on a peak day. State and local rural road plans specify that rural roads that carry less than 1,000 vehicles per day can remain as unpaved, substandard roads to preserve the rural nature of the area. Therefore, the Applicant plans to leave Hibler Road in its existing, rural condition, which will be able to accommodate existing and anticipated traffic while maintaining the road's rural and scenic quality.

2. *Staff has reviewed the provided Traffic Study, and notes that the main studied intersection (Route 15 and Limestone School Road) currently operates at Level F for westbound traffic and will continue to do so throughout the build-out of the proposed park. However, no traffic mitigation measures are warranted or recommended. The Traffic Study adequately calculated current levels and future growth at the Route 15 and Limestone School Road, but did not take into account or make any recommendation on the existing condition of Hibler Road.*

No improvements are proposed at the intersection of Rt. 15 and Limestone School Road or along Hibler Road. The proposed park use is expected to generate less than 1 percent of the traffic at that intersection and therefore will not have any impact to speak of on the functionality of the intersection, which staff recognizes in this comment. That said, it should be noted that this intersection was recently improved by VDOT to include a 300-foot southbound left turn bay and a continuous northbound paved shoulder in order to facilitate conflicting movements in the major approach.

As stated above, the Applicant proposes to leave Hibler Road in its current, rural condition, a decision guided by the County's Revised General Plan and the state and local rural road plans that specify that rural roads that carry less than 1,000 vehicles per day can remain as unpaved, substandard roads to preserve the rural nature of the area.

3. *While PRCS supports the Applicant's intentions to preserve the rural quality and character of Hibler Road per the Revised General Plan, the Plan did not originally intend for a Regional Park to be located at the end of Hibler Road. The area around Hibler Road is very agricultural in nature and farm equipment frequently crosses and/or utilizes the roadway. The current road is narrow and contains several blind turns and dips that may be hazardous to park patrons, especially those pulling boat trailers to the proposed boat ramp on the river.*

There will be no swimming pool, ball fields or golf course at White's Ford Park, all significant traffic generators. Rather, the park, which is designed for campers, hikers and river users.

It should be noted that NVRPA is seeking up to 100 total camping sites. This is a slight increase from what was considered in the traffic assessment. Even with this change it is only expected to generate up to 172 weekday vehicle trips and at most 350 weekend daily trips. When added to the existing traffic on Hibler Road, collective trips remain below the 1,000-vehicle threshold that encourages rural roads to be upgraded and paved. In addition, it's important to note that the road's current design and surface serve as traffic calming measures

A-119

Nicole Steele
July 1, 2009
Page Eight

that tend to result in lower operating speeds of vehicles, and the posted speed limit is low in order to prevent accidents. The revised trip generation is discussed further in the VDOT response comments.

4. *Staff recommends that the Applicant consider improvements along Hibler Road to include widening the travel lanes and improving the shoulders and ditches along the road. The Applicant should consult directly with the Office of Transportation Services (OTS) and the Virginia Department of Transportation (VDOT) to better define what improvements are necessary.*

Per the previous response, no improvements are planned for Hibler road, which is both in keeping with the policies of the Revised General Plan that rural roads should be maintained in their current condition and guidance in the traffic study that the park traffic combined with existing traffic will be less than 1,000 vehicles per day, which can be accommodated by the road in its existing condition.

5. *Staff notes that Hibler Road (Route 656) serves up to eight (8) existing private residential lots and one (1) proposed residential lot beyond the subject property. Please provide more information on how the Applicant is proposing to accommodate through-traffic on Hibler Road within the park.*

Planned park operations will not interfere with the operations of Hibler Road, which will remain open to the public and accommodate traffic across the Property.

6. *Staff has reviewed the provided Archeological Investigations on the subject property. The property lies within the Catoctin Rural Historic District. The Phase I study for the northern +/-150 acres identifies three (3) sites that are considered to be potentially eligible for inclusion on the National Register of Historic Places, and avoidance of these sites or Phase II evaluations are recommended. Furthermore, an intensive architectural survey is recommended for the historic farm complex (including the Colonel White House). The Phase IA study for the southern +/-131 acres identified two (2) previously recorded sites and one new site, which was recommended for a full Phase I investigation.*

The Applicant will either avoid the identified areas of significance or commission localized Phase II studies before moving forward with development plans in any of the locations identified in the Phase 1 study. The Phase I study was conducted for the portions south of Hibler Road that the Phase IA study identified for further study; that study is included with this submission. As for the Colonel White House, it is not part of this application; however, when the Applicant moves forward with restoration plans, NVRPA will consult a historical architect.

7. *Staff notes that on the colored Concept Sketch, the Applicant is proposing to develop "Individual/Family Campsites and Youth Group Camping" within Site 44LDA and the revised Probable Location of Site 44LD0365. These areas include a high number of artifact locations (Phase IA Exhibit 16), are noted to have a high archeology probability (Phase IA Exhibit 19) and are recommended for avoidance and/or controlled surface collection (Phase IA Exhibit 20).*

A-120

Nicole Steele
July 1, 2009
Page Nine

PRCS recommends revising the proposed location of these campsites to avoid any impact or disturbance to these areas, as they may be significant in nature and may include human burials.

The Applicant commissioned Thunderbird Archeology to conduct a Phase I study in the areas identified as Site 44LDA and the revised probable location of 44LD0365 mentioned above. That report is included with this submission. The campgrounds and parking areas that were previously located within those areas have been relocated. A road, however, will need to cross site 44LD0365 to provide access to the river, and Thunderbird has studied potential road crossings to identify areas that are void of artifacts. The road crossings are identified on the revised Concept Sketch and Special Exception plat.

8. *In addition, the Applicant is proposing a "Colonel White House Interpretive Area" within Site 44LD1364 / VDHR 050-0012-0082. Staff requests more information on the proposed uses within the proposed interpretive area, and recommends that the Applicant coordinate any development in the area with the Virginia Department of Historic Resources, as the house and its ancillary structures are considered to be a contributing architectural resource to the Catoctin Rural Historic District.*

Any interpretive area associated with the Colonel White House is not part of the special exception application before staff. When NVRPA is ready to move forward with this interpretive area, it will contact the Virginia Department of Historic Resources.

9. *PRCS requests that the aforementioned recommended Phase I and Phase II investigations be completed as a Special Exception Condition of Approval prior to Site Plan (STPL) approval. Furthermore, PRCS recommends that the Applicant apply for applicable listings on the National Register of Historic Places for the Colonel White House farmstead.*

The Applicant commissioned a Phase I study for the areas south of Hibler Road that were identified in the Phase IA study as having the potential for containing a high-level of artifacts, having archeological probability or being recommended for avoidance. That report is included with this submission and the Concept Sketch and Special Exception plat have been revised to relocate facilities out of those areas. If an area identified in the Phase I study cannot be avoided, the Applicant agrees to commission a Phase II study for that specific area before impacting it. Because of the Property's size, the Applicant finds it superfluous to automatically conduct such extensive studies for the entire Property, when so much of it will be left undisturbed. As for the Colonel White House, it is not a part of this application.

10. *Staff notes that there are two separate Plat Notes (#7 and #18) on Sheet 1 discussing different identified Archeological Resources. Please revise or explain this discrepancy.*

The notes on Sheet 1 have been clarified.

11. *Staff has reviewed the provided Wetlands Delineation Report on the subject property. The report states that there are several locations where areas of palustrine emergent wetlands and stream channels have been significantly disturbed by previous and current cattle operations*

A121

Nicole Steele
July 1, 2009
Page Ten

on the subject property. PRCS recommends that the Applicant consult with the United States Army Corps of Engineers (USACE) and the Loudoun County Environmental Review Team (ERT) on methods for restoring and enhancing these critical environmental resources and habitats. Specific restoration methods should be included as a Special Exception Condition of Approval prior to Site Plan (STPL) approval.

As noted above, the wetlands were disturbed by past operations and are not a cause of the proposed park use; therefore, the restoration of those areas cannot be required as a Special Exception condition. However, the Applicant will consult with the Army Corps of Engineers and/or ERT for recommendations on mitigating the existing disturbances that are identified in the Wetlands Delineation Report and will implement the appropriate methods at its discretion as funding permits.

12. The Special Exception Plat shows potential impact to wetlands and stream corridors throughout the proposed park, specifically along the proposed location of Primary Park Road in the northern half of the subject property. The Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the potential impact to wetlands and stream corridors will be mitigated.

The Applicant will obtain all necessary state and federal permits prior to disturbing any jurisdictional waters or wetlands. In addition, the applicant will make a good faith effort to mitigate impacts to wetlands in accordance with the hierarchy of wetland mitigation established by Loudoun County and recommendations from the Army Corps of Engineers.

13. The Special Exception Plat shows potential impact to moderately steep slopes throughout the proposed park, specifically along the proposed location of Primary Park Road in the northern half of the subject property. The Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the potential impact to moderately steep slopes will be mitigated.

The portion of the road mentioned above provides access to the house, not the campsites and other park facilities, and will be maintained in its current condition. Since that road will not be altered, nor will it serve to carry large amounts of park traffic, no impacts to the surrounding topography are envisioned. To clearly differentiate between the function of this road—which is intended to provide access to the house, if needed—and the roads that will serve the camp sites, the Concept Sketch has been revised and different emphasis has been placed on the different types of roads.

14. The Special Exception Plat shows potential impact to minor floodplain throughout the proposed park, specifically along the proposed location of Primary Park Road in the northern half of the subject property. The Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the potential impact to minor floodplain will be mitigated.

A122

Nicole Steele
July 1, 2009
Page Eleven

As stated above, no changes are envisioned to this road, which will continue to serve the house, not the park facilities that are part of this application. Should this roadway need to be widened or re-aligned, an associated floodplain alteration application will be prepared and submitted at that time.

15. *Staff notes that per the colored Concept Sketch, campsite areas, restrooms/showers and picnic pavilions are located within the Potomac River major floodplain. Typically, structures such as restroom/shower facilities and picnic pavilions are not permitted within a major floodplain. In addition, please provide more information on what type of amenities are proposed within each campsite (e.g., tent pads, picnic tables, lantern posts, water spigots, etc.).*

The Concept Sketch has been revised to more accurately reflect what will be located in the floodplain; however, the specific details and locations of amenities have not been decided. That additional detail will be provided at time of site plan.

16. *Please provide a Phasing Plan for the proposed development of the park. Staff notes that phasing appears to be proposed in the Traffic Study, but not clearly discussed on the Plat or within the Statement of Justification.*

The uses requested in this Special Exception application—the boat ramp and camp sites—are all included in the Phase 1 identified in the traffic study. A detailed phasing plan is not required as part of a Special Exception application.

17. *Staff notes that a land development application for the subject property, Gianna Terra (SBPL 2006-0084) was approved on July 10, 2007. Please revise the Preliminary Soils Review (PSR) note on Sheets 1 and 2 to include the previous land development application number for which the PSR was submitted.*

These notes have been revised.

18. *Staff requests more information concerning the proposed "passive" uses within the park. Please provide additional details and/or illustrative drawings to better describe the proposed camping cabins/yurts, picnic pavilions, restrooms/showers and the "incidental seasonal" (temporary) concession/boat rental facility per Special Exception Checklist Item K6a.*

The location and design of the park's facilities are still conceptual in nature. As the plans evolve, additional detail will be provided at time of site plan. At present, the Applicant anticipates a few group camping sites, approximately 100 family campsites and 10 cabins; however, this mixture of overnight facilities may change as plans develop but collectively will not exceed the 100 sites permitted for Level II campgrounds as defined in Section 5-646 (A) of the Zoning Ordinance. Any concession/boat rental facility would be located proximate to the boat ramp and be less than 840 square feet, which is permitted by-right in the Floodplain Overlay District. Restrooms are planned to be located north and south of Hibler Road, but the exact location and design of those facilities, which are permitted by-right, have not been determined. Picnic shelters, also a by-right use, will be provided and disbursed throughout the Property. The

A-123

Nicole Steele
July 1, 2009
Page Twelve

Applicant has vast experience and success creating and managing parks throughout Northern Virginia and will use that knowledge to ensure uses are located appropriately throughout the site to ensure compatibility and ease of use.

19. *Please provide more information of the proposed boat launch and rentals. While a boat launch/ramp is permitted by Special Exception, the Revised General Plan, Chapter 5, River and Stream Valley Corridor Policy 18.i, states that in order to "support or enhance the biological integrity and health of the river and stream corridor... Active recreation on the rivers and streams only – including swimming and boating (non-powered) (where specified public points of entry have been identified)."*

The Applicant anticipates 20-weekend boat launches and two weekday boat launches, the majority of which will be canoes or kayaks. These estimates are based on the usage trends at Algonkian Regional Park in eastern Loudoun, which experiences an estimated seven launches a day. The launches expected at White's Ford are below those seen at Algonkian because the proposed park is in a less populated area. The majority of boat launches from the Applicant's similar parks are by non-motorized vessels, (60% at both Algonkian and Fountainhead Regional Park in Fairfax) although some fishermen do launch their flat-bottomed boats from the parks.

20. *Please provide the proposed number and type (individual vs. group) of campsites within the park.*

The Applicant is applying for a Level II campground, which permits between 50 and 100 campsites, independent of whether they are for individuals or groups. Currently, the Applicant envisions approximately 60 individual campsites, 10 cabins and several group camping areas, although these numbers may change before site plan. Regardless of the mix of facilities, the number of campsites will not exceed 100.

21. *Please provide more information on uses and structures within the proposed Future Equestrian Facility per the colored Concept Sketch. It appears that a large portion of it is located within an identified archeological resource area.*

The equestrian facility, which is a by-right permitted use, is not part of this application. It is only shown in concept at this point, with details to be worked out at a later date.

22. *Please provide more information on the proposed Event Areas (e.g., types of events, proposed temporary structures, parking requirements) per the colored Concept Sketch.*

The event area is not part of this application and has been removed from the Concept Sketch.

23. *Please provide more information on the proposed Colonel White House Interpretive Area per the colored Concept Sketch.*

The Colonel White House and any related interpretive features are not part of this application.

A.124

Nicole Steele
July 1, 2009
Page Thirteen

24. *Please provide a detail of the existing homestead area (proposed Colonel White House Interpretive Area), including all of the structures listed in the chart on Sheet 2 of the SPEX Plat, and how they relate to the proposed uses; currently Sheet 2 is difficult to read. In addition, please provide Plat Labels as to whether or not the existing structures are to remain or be removed.*

Although the Colonel White House and any associated structures are not part of this application, the Concept Sketch has been revised to label these structures. As stated in the application, the house will be maintained. Additional existing structures may be maintained and reused as part of the park's facilities.

25. *Please demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the proposed parking will meet Section 5-100 of the Revised 1993 Zoning Ordinance per Special Exception Checklist Item K6b.*

Because so much of the plan is still conceptual, the Applicant requested and received a waiver from submitting a parking analysis. At time of site plan, the Applicant will provide parking in accordance with the Zoning Ordinance requirements.

26. *Staff requests more information on the proposed Primary and Secondary Roads and parking/loading areas throughout the park (e.g., travel lane widths, pavement materials, number of parking spaces etc.) per Special Exception Checklist Items K10b and 11. It appears on Sheet 4 that the proposed parking area for the boat launch may be undersized to accommodate multiple boat trailers. Please also provide more information on where would overflow parking be located.*

Because so much of the plan is still conceptual, the Applicant has not designed the parking areas or roads as specified above. At time of site plan, the Applicant will provide parking in accordance with the Zoning Ordinance requirements and ensure that the roads and parking are sufficient for the anticipated users. In addition, the Applicant will work with VDOT to ensure that the entrance to the Property is sufficient.

27. *Staff notes that for the previous land development application SBPL 2006-0084, the property owner drilled and located multiple test wells and drain fields for residential use. Staff requests more information on which wells and drain fields will serve the proposed facilities and if they are adequate for the proposed commercial uses.*

It is premature to identify what wells or drain fields will serve the proposed facilities since the exact locations of those facilities have not been determined. In terms of these facilities, the Applicant will meet health department requirements at time of site plan.

28. *Staff requests more information concerning the proposed residential "outlot" straddling Hibler Road surrounded by the proposed park.*

This outparcel is not part of the application.

A-125

Nicole Steele
July 1, 2009
Page Fourteen

29. *Staff requests more information about the Virginia Outdoors Foundation (VOF) easements on the property, including the associated recorded deeds, descriptions, and resources that the "No-Build" areas are protecting.*

The Applicant has consulted with VOF as it has planned its park facilities and received a preliminary determination from VOF that the proposed park uses are compatible with the easement restrictions as no facilities are planned for any of the No-Build zones established by VOF. The No-Build Zones north of Hibler Road are on the high points of the land and protect the scenic values of the Property, while the No-Build zones south of Hibler Road protect archeological resources. NVRPA will continue to coordinate its plans with VOF and will obtain any approvals from VOF necessary for compliance with the easement

30. *The colored Concept Sketch graphically delineates hiking/equestrian trails and Sheets 3 and 4 of the Special Exception Plat do not. Please revise and/or explain this discrepancy.*

There is no discrepancy. The Special Exception Plat only lists those uses for which a special exception is needed. The majority of the proposed uses are permitted by right, so they are left off of the Special Exception Plat. The Concept Sketch, on the other hand, includes both by-right and special exception uses that are planned for the park.

31. *PRCS has been directed by the Board of Supervisors to act as the lead agency for the design and implementation of the Potomac Heritage National Scenic Trail (PHNST) in Loudoun County. PRCS requests the opportunity to work with the Applicant in establishment of a section of the PHNST on the subject property, per the Revised General Plan, Chapter 5, Scenic Rivers and Potomac River Policy 10. Furthermore, Sheets 3 and 4 of the Special Exception Plat should be revised to graphically delineate and label a proposed alignment for the PHNST.*

The Applicant is a partner in creating this trail and will preserve the ability to extend this trail through the Property. However, until easements are acquired for the adjacent sections of the trail, it is impossible to determine the exact location and dimension of the trail through the Property, and therefore inappropriate to depict any such alignment.

Virginia Department of Transportation (comments dated March 27, 2009)

1. *Show the estimated traffic generation using acreage for comparison with the estimates using number of employees. Why does the traffic consultant feel that estimates based on the size of the park are less representative than estimates based on number of park employees?*

Traffic generation for the Property was studied according to acreage and the number of employees. This was done because the ITE code for regional parks does not differentiate between a park's facilities. In other words, ITE assigns the same number of trips to a 100-acre park filled with ball fields and a swimming pool as it does to a 100-acre park whose only feature is hiking trails. It is important to recognize that all of NVRPA's parks, independent of their size

A-126

Nicole Steele
July 1, 2009
Page Fifteen

or the services offered, are considered regional parks because the Northern Virginia Regional Park Authority is regional in nature.

Because traffic is generated by the amenities provided within the park, and employees are needed to service those amenities, the Applicant found it more appropriate to estimate traffic based on the number of employees who will staff the park. Upon calculating the traffic numbers this way, the Applicant compared the estimates with the trip generation at its other parks and found the numbers to be very consistent.

Table A below presents the trip generation comparison between the size of the property (in acres) and the anticipated number of employees obtained from NVRPA.

Table A: Trip Generation based on ITE Land Use Code 417 – Regional Park

Size		----- Weekday -----							----- Weekend -----							
		AM Peak Hour			PM Peak Hour			Daily	Sat. Peak Hour			Daily	Sun. Peak Hour			Daily
		In	Out	Total	In	Out	Total		Total	In	Out		Total	In	Out	
275	Acres	24	18	42	32	40	72	1,257	46	48	94	1,554	40	76	116	1,771
2	Emp.	9	6	15	12	14	26	160	17	17	34	257	14	27	41	326

It should be noted that the Applicant is now seeking up to 100 family camping sites. This is a slight increase from the number assumed in the traffic assessment. Based on this assumption, the trip generation given in the Traffic Impact Analysis on page 16, Table 4B should be replaced with Table B below. This change in campsites results in a small increase of 7 more weekday trips and up to 15 more weekend daily trips.

Table B: Proposed Trip Generation based on ITE and NVRPA Estimations (100 Total Campsites)

Land Use	----- Weekday -----							----- Weekend -----							
	AM Peak Hour			PM Peak Hour			Daily Total	Saturday Peak Hour			Daily Total	Sunday Peak Hour			Daily Total
	In	Out	Total	In	Out	Total		In	Out	Total		In	Out	Total	
Proposed Park	10	6	16	13	15	28	172	19	18	37	276	15	29	44	350

2. *Provide additional background on the sources of the NVRPA attendance estimates and related vehicle occupancy assumptions (Tables 4A and 4B and Appendix A).*

The Applicant's attendance estimates are based on its 50 years of experience operating regional parks with facilities similar to what is being proposed at White's Ford. Vehicle occupancy assumptions are based on familiarity and observations by park managers for comparable uses, adjusting for differences in geographic location, population density, presence or absence of high-use facilities such as a waterpark or golf course, and user trends.

A-127

Nicole Steele
July 1, 2009
Page Sixteen

3. *Would any site-generated trips use Route 657 Spinks Ferry Road in preference to Route 661 Limestone School Road to access the site? Since Route 657 is paved from Route 15 to Route 661, it may be desirable to publicize Route 657 as a route to the park.*

No site traffic was assigned to the intersection of US Route 15 and Spinks Ferry Road because the US Route 15 and Limestone School Road intersection is closer to the project site, has an exclusive 300-foot southbound left turn bay and a continuous northbound paved shoulder. In addition, less traffic uses Limestone School Road than Spinks Ferry Road.

4. *This development will at least double the weekday traffic on Route 656 Hibler Road, and significantly increase traffic on Route 661 Limestone School Road, which are narrow, unpaved, substandard roads. Any improvements provided through the development process will be desirable. At a minimum, we would expect this development to improve the lanes, shoulders, and ditches of Route 656 Hibler Road along the site frontage in accordance with standard GS-4.*

According to VDOT's 2007 historical traffic count data, Hibler Road carried approximately 150 vehicles per day based on 2002 traffic counts. No growth was reported along this road between 2002 and 2007. The proposed development will generate a maximum of 350 daily trips, where peak usage will occur during the weekends, for a total of up to 500 vehicles per day. As part of state and local rural road plans, rural roads carrying less than 1,000 vehicles per day can remain as unpaved, substandard roads in order to preserve the rural nature of the area. Any road widening would severely alter the rural condition of Hibler Road by causing portions of the existing mature tree line to be removed.

Zoning Administration (comments dated March 20, 2009)

1. *The parcel is within an Open Space Easement (200712060084868 OSE) granted to the Virginia Outdoors Foundation. The Virginia Outdoor Foundation will need to review the submitted application to ensure compliance with the regulations of this easement.*

Understood. The Applicant has worked with the Virginia Outdoors Foundation ("VOF") on these plans and will continue to show these plans to the VOF as they progress.

2. *All uses/structures associated with the campground need to be shown on the special exception plat for the minor special exception, including any required service buildings. The illustration title "Concept Sketch" dated 8/1/08 revised 11/24/08, shows several restrooms/showers, which would typically be uses associated with a campground. It would appear the park office would be used for registration of incoming campers. If associated with the campground, these structures will need to be located outside of the 250' campground setback. Include any maintenance buildings, playground areas, picnic pavilions, etc.*

The Applicant is aware that any uses associated with a campground can be no closer than 200 feet from the property line to comply with the 200-foot setback required for Level II campgrounds. Any related structures have been shifted to adhere to this property-line setback requirement and a note has been added to the special exception plat that states that any

A-128

Nicole Steele
July 1, 2009
Page Seventeen

restroom, playground, picnic area or other campground-related facility will be located outside of this 200-foot setback. That said, there will be some general park facilities that may be located within that 200-foot setback, so long as that facility is unrelated to the campground.

3. *The square footage of all structures located within the major floodplain will need to be given. Should any of these structures, including picnic pavilions, located in the floodplain be larger than 840 square feet, a special exception per Section 4-1506(F) will be required.*

The Applicant acknowledges that unless a special exception is sought and granted, structures in the floodplain cannot be larger than 840 square feet.

4. *For both the campground and boat launch, any overlays not related to the application should be removed from the plat, such as the approved drain field locations. Any setbacks associated with the campground use should not be shown on the boat launch special exception plat.*

These overlays and drain field locations have been removed from the special exception plat.

5. *As the limits of the major floodplain along the Potomac River extend beyond the scenic creek valley buffer setback, the scenic creek valley buffer does not apply. Please remove the label.*

The label has been removed.

6. *Section 5-646(E)(3)(b) allows a campground no more than 2 points of access to a public road, not including access points for emergency vehicles only. The special exception plat is showing 4 points of access to Hibler Road.*

Campgrounds are divided into two areas, one north and one south of Hibler Road, each of which is permitted two access points. Although four internal roads provide access to Hibler Road, only three of those roads serve the campground facilities: two serve the campgrounds north of Hibler Road and one serves the campgrounds south of Hibler Road. The fourth road exists today as access to the Colonel White House on the property. It will continue to serve the house, not the campgrounds, although it may serve as a secondary access in an emergency, should that be necessary.

The Special Exception Plat has been revised to differentiate the road serving the house from those providing access to the campgrounds.

7. *A portion of the road adjacent to the yurt/cabin area for the campground extends beyond the 250' campground setback.*

Roads that provide access to the campgrounds have been removed from the 250-foot setback.

8. *Under zoning requirements, the campground is listed as a Level II medium scale. It*

A-129

Nicole Steele
July 1, 2009
Page Eighteen

would appear the correct level should be Level III, Large Scale.

The Applicant has reviewed the camping facilities proposed at White's Ford Park and is confident a Level II medium scale campground is the appropriate level. Level II facilities permit up to 100 campsites with 16,000 square feet of related structures, not including any tent platforms. The Special Exception Plat has been revised to reflect a Level II facility.

9. *Address the location of parking areas associated with the campground use and label on the plat.*

A parking space will be provided with each campsite or cabin. Because visitors to the individual/family campsites normally park adjacent to their campsite, the need for a large parking area is not anticipated. However, two parking lots are envisioned that would serve multiple amenities on the Property, including campsites, should overflow parking be needed. One parking area will be located north of Hibler Road and a second south of Hibler Road to serve the boat ramp and camping facilities. The parking areas have been indicated on the Concept Sketch; their exact location will be determined at site plan.

10. *The parcel contains areas of very steep and moderately steep slopes. The eastern most entrance on the north side of Hibler Road will be located in proximity to the very steep and moderately steep slopes. Ensure the road/driveway can meet the requirements of Section 5-1508(E)(4).*

This is an existing gravel driveway that will continue to provide access to the Colonel White House. No improvements are anticipated to this road as part of the application. However, the Applicant is aware of the site's topography and should future improvements be needed will ensure this roadway meets the standards of the County's Facilities Standards Manual as well as section 5-1508 (E) (4) of the Revised 1993 Loudoun County Zoning Ordinance.

11. *The sheet titled Concept Sketch shows two event areas, a future equestrian facility and the Colonel White House interpretive area. Should any of these uses be associated with the campground, they will need to be shown on the special exception.*

These uses are not associated with the campground.

Department of Conservation and Recreation (comments dated March 26, 2009)

1. *Due to the potential for this site to support populations of natural heritage resources, DCR recommends an inventory for the Wisconsin snaketail in the study area from late April to mid-May. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.*

A130

Nicole Steele
July 1, 2009
Page Nineteen

The Applicant engaged the Natural Heritage division of the Virginia Department of Conservation and Recreation to inventory the site for this species. No Wisconsin snaketails were found on the Property. DCR's report is included with this submission.

2. *In addition, to minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR also recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations.*

All design and construction activities will be in accordance with local and state regulations for erosion and sediment control and stormwater management / best management practices.

Office of Transportation Services (comments dated April 13, 2009)

1. *It is not clear from the traffic study whether the applicant is seeking approval for any Phase II uses. The study indicates that these activities have not been "finally determined," and also states that no additional traffic is anticipated. However, depending on what uses are proposed, this may or may not be the case. Please clarify.*

The applicant only has near-term plans for those uses identified in Phase I. Should the Applicant choose to further develop the by-right park, some or all of the uses identified as Phase II uses may be provided. However, no additional staffing or traffic are associated with Phase II; rather, those additional recreational activities and uses would complement the Phase I uses.

2. *Gorove/Slade notes that existing traffic counts were conducted on Tuesday, November 11, 2008 a federal holiday. In addition, additional "spot counts" were conducted on November 18, 2008 in order to adjust the counts conducted on the 11th. OTS questions why 1) Gorove/Slade chose to conduct traffic counts on a federal holiday; 2) how the "spot counts" were used to adjust the original counts; and 3) why new AM and PM peak hour counts were not conducted.*

The critical count measure at this location was the through traffic along Route 15. Historical counts and VDOT ADT data were a primary source of data. In addition, counts were conducted on two separate days to get through and turning traffic at this location. In order to expedite the analysis prior to the holiday season, counts were performed on November 11, 2008, a federal holiday, but not a Loudoun County School holiday. To clarify that the federal holiday did not substantially alter traffic patterns, follow up counts were conducted the following week. The follow up counts, or spot counts, are a means of focusing in on the critical peak hour and doing a full update of that hour. They are essentially new AM and PM counts, just during a focused time period. "Spot counts" were used to adjust the original counts obtained on November 11 in order to reflect actual traffic conditions during a typical weekday. An increase was applied to the volumes obtained on November 11 to account for the difference in traffic between a typical weekday and a federal holiday. OTS was consulted prior to proceeding with the data collection on November 11, 2008. The count schedule was accepted with the understanding that follow-up spot counts would be conducted to validate and update the data taken November 11.

A131

Nicole Steele
July 1, 2009
Page Twenty

3. *OTS is concerned about the unacceptable LOS on westbound Limestone School Road at US 15. The traffic generated by the proposed uses will exacerbate this situation. OTS recommends that the applicant make a fair share contribution for the purpose of constructing a traffic signal at this intersection when warranted. Preliminary calculations indicate that this contribution should be approximately 16% of the cost of the traffic signal at the time of construction. OTS is available to discuss this issue further with the applicant.*

A132

Nicole Steele
July 1, 2009
Page Twenty-One

The intersection of US Route 15 and Limestone School Road currently operates and will continue to operate at an unacceptable LOS on westbound Limestone School Road at US 15. Therefore, the costs of any needed improvement would be spread among the traffic generators that currently exist, not the proposed park facility, which would contribute less than 1 percent of the total traffic projected at this intersection. However, no mitigation measures have been recommended because there is not enough volume on the westbound approach to warrant roadway/signal improvements under existing and future scenarios based on the traffic analysis. Therefore, the applicant finds it outside its mitigation measures to contribute to the installation of a traffic signal at the study intersection now or if warranted in the future.

4. *Gorove/Slade provides a signal warrant analysis in Appendix H of the TIA. This signal warrant analysis is based on "Estimated Average Daily Traffic" ("To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.") The volumes used in this analysis appear to be less than actual existing counts from several years ago as provided in the traffic study. The analysis should reflect projected conditions at site buildout. Please explain the methodology used for this analysis.*

As agreed upon at the scoping meeting, a traffic signal warrant analysis was performed at the intersection of US Route 15 and Limestone School Road under future conditions with development (2015) based on the Manual on Traffic Signal Design (MTSD) guidelines. A full traffic signal warrant study was not required.

The future volumes with the proposed development were considered in the traffic signal warrant analysis. They were multiplied by 10, which is a k-factor commonly used in the transportation engineering field, to estimate average daily traffic at the study intersection. Therefore, these volumes were higher than the actual recorded counts since an inherent growth rate of 3 percent compounded annually over a seven-year period was added to the existing through traffic on US Route 15 to account for regional increases in traffic due to background growth and development outside of the study area. Please refer to Figure A and Appendix H in the Traffic Study for traffic volume comparisons.

5. *The applicant notes in their Traffic Impact Analysis (TIA) that a right-turn taper is warranted on northbound US 15 (Appendix H). The applicant should construct the warranted taper.*

A wide shoulder was recently added, as part of a VDOT project, to northbound US 15 at its intersection with Limestone School Road to allow northbound cars to pull over and make a right turn onto Limestone School. The shoulder was considered the best alternative at the time of its installation. Although not included in the TIA, it should be noted that a review of existing volumes shows that a right-turn taper is warranted under existing conditions. Should this shoulder be converted into a right-turn taper, the Applicant will contribute its fair share toward the restriping of the current asphalt area once the County is in receipt of the remaining money.

A-133

Nicole Steele
July 1, 2009
Page Twenty-Two

6. *There are several stream crossings along the roadways leading to the proposed site. In particular, OTS is concerned that the one-lane bridge stream crossing on Limestone School Road (west of Temple Hall Lane) will cause conflicts with opposing traffic towing boats. The applicant should work with VDOT to ensure that the traffic generated by the proposed uses has no adverse impact on the operation of the local road network, particularly with respect to these crossings. One option to address the one-lane bridge concerns may be to investigate having park patrons enter the park via Limestone School Road and exit via Spinks Ferry Road. Such a traffic management scheme could potentially improve the LOS at Limestone School Road and reduce conflicts at the above-mentioned bridges. However, changes to the traffic management scheme would necessitate the applicant revise the TIA and investigate the LOS at Spinks Ferry Road. Further discussion with VDOT is necessary.*

The Applicant anticipates 20-weekend boat launches and two-weekday boat launches, the majority of which will be canoes or kayaks, which are carried on top of the car and not in boat trailers. These estimates are based on the usage trends at Algonkian Regional Park in eastern Loudoun, which experiences an estimated seven launches a day, and at Fountainhead Regional Park in Fairfax, both of which have 60% of launches by car-top. The launches expected at White's Ford are below those seen at Algonkian because the proposed park is in a less populated area. With so few daily boat launches, a conflict on any one of the bridges would be rare and could easily be mitigated by establishing a yield pattern.

It is unlikely that Park traffic would utilize Spinks Ferry Road because its intersection with US 15 is quite far from the site. As noted by OTS, a change in the site distribution would affect the entire traffic study since it was previously agreed that the intersection of US Route 15 and Spinks Ferry Road did not need to be studied.

7. *OTS recommends that the applicant ensure there is adequate parking within the proposed park. As noted by the applicant in its special exception plat, specific number and location of parking spaces will be determined at site plan approval. OTS will defer to the Department of Building and Development (Zoning Administration) for their findings and recommendations.*

The Applicant will ensure that parking complies with all regulations, at time of site plan.

8. *The applicant notes in their TIA, in Appendix A, that no Recreational Vehicles or 5th-wheel trailers will be allowed in the park. OTS welcomes this restriction and believes that this should be included as a condition for approval.*

Rather than set a restriction on a certain type of vehicle, the Applicant finds it more appropriate to restrict vehicles based on their length. Therefore, the Applicant will agree to restrict vehicles that are greater than 25 feet in length and trailers that are greater than 25 feet in length. However, should Hibler Road be improved at some point, the Applicant proposes that the length limitations increase to 35 feet for an individual vehicle and 35 feet for a trailer.

A-134

Nicole Steele
July 1, 2009
Page Twenty-Three

9. *OTS recommends that the applicant ensure that the future road connecting existing Hibler Road to the proposed boat launch be built to private road standards as established by the FSM. OTS defers to the Department of Building and Development (Zoning Administration) for their findings and recommendations on the road classifications.*

Comment acknowledged.

10. *OTS recommends that the applicant ensure that all internal roads and existing Hibler Road are upgraded or built to FSM standards to provide safe pedestrian and horse crossings.*

Please do not hesitate to call or email with any questions. We look forward to being scheduled for public hearing in September.

Comment acknowledged.

Warmest regards,



Colleen Gillis Snow

cc: Todd Hafner, Northern Virginia Regional Park Authority
Kate Rudacille, Northern Virginia Regional Park Authority
Lou Canonico, christopher consultants
Brian Nolan, christopher consultants
Tushar Awar, Gorove Slade
Molly Novotny, Cooley Godward Kronish LLP

A135

This page intentionally left blank.

Colleen Gillis Snow
(703) 456-8114
gillissnow@cooley.com

VIA MAIL

September 18, 2009

Nicole Steele
Loudoun County Planning Department
1 Harrison Street, S.E.
Third Floor
Leesburg, VA 20175



RE: White's Ford Park Applications - SPEX 2008-0061, SPEX 2008-0062 and CMPT 2008-0020 – Second Referral Comment Response Letter

Dear Nicole:

This letter constitutes the Applicant's response to staff and agency second submission review comments that we received August 26 and September 14 regarding the above-referenced applications. Each staff and agency comment is noted in italics, followed by the Applicant's response.

Department of Building and Development – Zoning Referral (comments dated August 18, 2009)

Special Exception

1. *SPEX-2008-0061 is an application for a special exception to permit boat rentals and incidental structure (boat launch) associated with that use. The SPEX plat needs to be updated to list the use as permitted in Section 4-1500 of the zoning ordinance.*

The plat has been updated to list the boat ramp and incidental structure as permitted uses in the floodplain.

2. *In addition to Section 6-1300, Section 4-1507(A) through (G) will need to be addressed as part of the Statement of Justification for the use located in the floodplain.*

The Statement of Justification has been updated to address Sec. 4-1507 (A) through (G).

Commission Permit

3. *Per Checklist Item C, a site plan should be submitted with the application for commission permit to establish the park use. On this plan, all park amenities need to be shown. The applicant has indicated a residual lot of approximately 20 acres will be created along the eastern portion of the property. The Concept Sketch included with the application shows a portion of the hiking/equestrian trail to be located on this residual lot. This residual lot will need to be shown*

A137

Nicole Steele
September 18, 2009
Page Two

within the limits of the commission permit or the trail will need to be relocated to be within the park limits.

A plat for the Commission Permit has been included with the plan set. As requested by staff during the meeting on Tuesday, August 25, 2009, the plat includes a list of envisioned uses within White's Ford Park and includes the 20-acre residual lot. The Park Authority will have an easement to allow park and recreation uses on the 17 acres of the residual lot south of Hibler Road, although only a trail is planned at this time.

Department of Planning – Community Planning (comments dated August 18, 2009)

Compatibility

1. *Staff recommends that a condition of approval be developed to prohibit the launching of motorized boats from the subject property in conformance with Plan policies.*

The adjacent Potomac River is one of the site's most attractive and unique amenities and providing much-needed access to the Potomac River is a central tenet of this application. Today, access to the river from Loudoun is limited to a boat launch at Algonkian Park and at Point of Rocks. In order to better serve Loudoun's citizens and the many recreational boaters who reside in the County, the Applicant is excited to be proposing a boat ramp at White's Ford Park for small boats.

Although it is anticipated that the majority of launches at White's Ford Park will be by non-motorized kayaks and canoes, the Applicant believes it is appropriate and desirous for some small motorized boats to gain access to the river from the park. Providing access to recreational waters for both motorized and non-motorized watercraft is one of the two most critical needs for outdoor recreation identified in the state's 2007 Virginia Outdoors Plan. The Applicant is looking forward to helping meet this need by providing this access.

Recognizing staff's desire to limit the launching of motorized boats, the Applicant is willing to agree to prohibit jet skis and to restrict motorized boats to those with 10 horsepower or smaller engines. This will allow fishermen and small john boats access to the river, while prohibiting louder more noxious vessels. In addition, as stated earlier, the Applicant anticipates just 20 boat launches per weekend, the majority of which would be non-motorized vessels.

2. *Staff recommends that a condition of approval be developed to prohibit Recreation Vehicles (RV) and/or large travel trailer camping on the subject property because of safety and access constraints associated with the existing road network and the infrastructure demands associated with these types of self-contained camping vehicles which are not in conformance with the performance standards of the Plan.*

The Applicant recognizes the rural condition of Hibler Road and is willing to agree to limit camping trailers to those no longer than 22 feet in length and 89 inches in width. This would permit campers, commonly referred to as "pop ups" that are pulled behind a vehicle while prohibiting larger RVs.

A-138

Nicole Steele
September 18, 2009
Page Three

3. *Staff recommends that the overall layout and design of the proposed campgrounds, cabins and associated restroom facilities be scaled and sited to respect and preserve the rural character and scenic quality of the subject property.*

In designing the park, the Applicant was very careful to locate the campgrounds and associated facilities toward the interior of the Property and believes the current layout is respectful of the rural setting. The Property is considerable, measuring approximately 275 acres, and the campgrounds are grouped in four strategic locations. The number of campgrounds and the area in which they are located is far less than the maximum permitted by the Zoning Ordinance for a site this size and are set well within the 200-foot required setback.

Historic Resources

4. *The Lloyd Fry House (also identified as the Colonel White House) and farm complex (VDHR 053-0012-0082) are an important historic feature of the subject property and should be properly stabilized, mothballed and maintained for future use within the park in compliance with Plan policies. Staff recommends that the applicant commit to the protection, preservation and rehabilitation of these historic buildings as part of the development of a cultural resource management plan for the subject property.*

Preserving the Colonel White House for future generations is important to the Applicant and establishing it as an interpretive facility is part of the Park's master plan. The Applicant recently met with County staff on the Property and determined that locking the house's doors, boarding up any unsecure windows or openings and installing a cattle fence around the Colonel White House will protect the house until the Applicant is able to incorporate it into the Park's amenities.

As for any other buildings on the Property, the Applicant agrees with Staff's determination that there are only two other buildings that are of the same period as the house and should be stabilized: the corn crib, which is structure H on the Commission Permit Sheet, and the cow barn, which is structure F. Per the recommendation of Staff, the Applicant will erect a cattle fence around those individual structures.

Department of Building and Development – Environmental Review (comments dated August 14, 2009)

1. *Staff requests that the applicant provide the County with digital data depicting the Corps-approved wetland delineation (including jurisdictional wetlands and waters). Loudoun County's GIS uses ESRI software and can import .DXF data. Our coordinate system is Virginia State Plane. Datum NAD 83 data is preferable if available. Documentation on the digital data (e.g., map scale, age, etc) would be helpful.*

The jurisdictional determination is in process, but the Applicant has not yet received it. Upon receipt, we will be happy to provide it to Staff in digital format.

2. *Staff requests that the applicant commit to a condition of approval to develop a management plan for controlling and removing invasive and less desirable species of trees and*

A139

Nicole Steele
September 18, 2009
Page Four

vegetation from existing fencerows, and to promote the natural re-growth of desirable species in open areas while controlling and eliminating invasive trees. Including forest and tree conservation measures within the project is consistent with Forest, Trees and Vegetation Policies on Page 5-32 of the RGP.

The Applicant is committed to ensuring the viability of native trees on the Property and has included a note on the Tree Conservation Plan that commits to the removal and/or treatment of invasive trees and the replanting with native deciduous plantings when possible.

3. *In evaluating the effect of the proposed special exception on water quality as required by Section 6-1310.H of the Revised 1993 Zoning Ordinance, staff notes that there are no proposed stormwater management facilities serving the property. To ensure that impervious surface areas are minimized, steep slopes are not eroded by stormwater runoff, and available areas of permeable soil are used for infiltration, staff recommends further discussion with the applicant regarding a stormwater pollution prevention plan for the proposed uses. Further, staff desires an agreement with the applicant on the scope of said plan prior to consideration by the planning commission.*

As a steward of the land, the Applicant has worked to create a development plan that is respectful of the site's environmentally sensitive areas. Although exact locations of the Park's amenities are unknown, the Applicant has designed the campgrounds, picnic areas and other features to avoid the Property's wetlands and archeological sites. Furthermore, the Applicant has added a note to the Plat stating it will mitigate added imperviousness. Identifying what those stormwater management techniques will be or where they will be located is premature however, since the exact location and size of the park's features is still unknown.

4. *Staff recommends that the applicant commit to a sustainable building design of the proposed buildings within the park site, with a focus on conservation of energy and water, and indoor air quality, among other goals. The Revised General Plan encourages these goals in the General Water Policies supporting long-term water conservation (Policy 1, Page 2-20); and the Solid Waste Management Policies supporting waste reduction, reuse, and recycling (Policy 2, Page 2-23)*

The Applicant will install energy efficient appliances and lighting, low-flow water fixtures and programmable thermostats in the cabins and restrooms. Where appropriate, the Applicant will strive to incorporate recycled and pervious materials into the Park's design.

5. *Staff requests a commitment from the applicant to provide the Preliminary Soils Report for the Potomac Floodplain at the first submission of the site plan for this project.*

The Applicant has completed the Preliminary Soils Report for the majority of the site and will complete this work for the floodplain area and submit it to the County with its site plan submission.

6. *It has come to staff's attention that the park site may be open for recreational vehicle use. Staff recommends a condition of approval that noise generating activities, such as*

A140

Nicole Steele
September 18, 2009
Page Five

generators, motorboats, and other similar machinery is limited from dawn to dusk to protect the rural character of the area and to decrease the likelihood of disturbance to present and future neighboring residences. This recommendation is meant to address noise requirements in ZO section 5-1507.

In its effort to be a good neighbor, the Applicant has positioned noise-generating activities toward the interior of the site. In addition, NVRPA campground rules require that campers must observe quiet hours between 10:00 p.m. and 7:00 a.m., which includes limiting the noise-generating machines, such as generators and motors.

Department of Fire, Rescue and Emergency Management (comments dated August 11, 2009)

1. *Staff requested more details regarding the internal road network. While the Applicant stated that the roadways will meet FSM specifications, the Fire and Rescue Planning Staff respectfully requests an opportunity to review the site plan to ensure adequate emergency vehicle access and circulation throughout the parcel. Review of the site plan will also allow the Fire-Rescue Staff to learn more specifics of the proposed structures and pre-plan emergency response to the facility.*

The Applicant has not yet designed the roads through the site but will work with Fire-Rescue staff at time of site plan to ensure the roads provide adequate emergency vehicle access and circulation.

Virginia Department of Transportation (comments dated August 17, 2009)

1. *The estimated traffic generation using acreage is much greater than the estimates using number of employees.*

The Institute of Transportation Engineers data does not differentiate between active and passive parks. Therefore, according to ITE numbers, a 275-acre park developed with ball fields, a swimming pool and golf course would generate the same amount of traffic as a 275-acre passive park outfitted only with trails. Recognizing that that would not be the case, the Applicant found it more appropriate and accurate to estimate the traffic at White's Ford Park based on the number of employees, since the number of park employees has a direct correlation to the number of park users and thus traffic coming to the site.

2. *Are there traffic counts from similar sites available to substantiate the NVRPA attendance estimates and related vehicle occupancy assumptions (Tables 4A and 4B and Appendix A)?*

NVRPA operates a number of parks throughout the region, but none is quite like the one proposed at White's Ford. However, there are components from these parks that are comparable or similar in nature. Hence, existing rentals/bookings data for components from other NVRPA parks was studied. This data was deciphered to calculate the approximate vehicles per day data that will be generated by certain uses, specifically, boat launches, picnic

A-141

Nicole Steele
September 18, 2009
Page Six

shelters and camping rentals. The calculations are presented in the appendix section. The results presented show that the assumptions used in the traffic study with respect to trip generation from the proposed components for White's Ford Park are on the conservative side and match with the data received from existing NVRPA parks.

3. *We believe that some site-generated trips would use Route 657 Spinks Ferry Road in preference to Route 661 Limestone School Road to access the site, if they are aware of the option. Since Route 657 is paved from Route 15 to Route 661, it may be desirable to publicize Route 657 as a route to the park.*

The majority of the park visitors will be coming from Leesburg and points south making Limestone School Road the primary point of access from Rt. 15. It would be very unlikely that these users would continue north on Rt. 15 to access the park from Spinks Ferry Road. When this project was originally scoped, it was agreed that Limestone School Road would be the Park's access point to Rt. 15 making it unnecessary to study the intersection of Rt. 15 and Spinks Ferry Road. As requested by OTS, the Applicant will install a sign at Hibler Road directing outbound park traffic to Spinks Ferry Road to limit the potential conflict between inbound and outbound traffic.

4. *This development will at least double the weekday traffic on Route 656 Hibler Road, and significantly increase traffic on Route 661 Limestone School Road, which are narrow, unpaved, substandard roads. Any improvements provided through the development process will be desirable. We support any recommendations by county staff to that effect. At a minimum, we would expect this development to improve the lanes, shoulders, and ditches of Route 656 Hibler Road along the site frontage in accordance with standard GS-4. While the applicant's response expresses concern with impact on trees along the road, most such trees do not appear to be very close to the road.*

Although the proposed park will attract visitors who otherwise would not have traveled on Hibler Road, it's important to note that the traffic generated by the park is small with just 335 trips expected on a weekend day and less than half that on a weekday. Hibler Road, like Limestone School Road, is a rural, gravel road of varying widths, a condition that would not be unexpected for park users who would be traveling to White's Ford to benefit from its rural environs. That said, the Applicant is studying Hibler Road to identify areas where spot improvements could be made and what those improvements could be. However, upgrading Hibler Road to GS-4 standards may require additional right-of-way acquisition and easements outside of the Applicant's control, as well as clearing historic fencerows, making a total upgrade impractical.

Parks and Recreation (dated August 20, 2009)

1. *PRCS maintains our original stance, that while it is admirable that the Applicant desires to maintain the rural quality of the roadways per the Revised General Plan, Limestone School Road and Hibler Road may jeopardize patron safety. Portions of Hibler Road are much narrower than the Applicant's claim of a 20' width, and the several blind curves and hills (regardless of the road width), make travel precarious in its current condition, not even speaking*

A-142

Nicole Steele
September 18, 2009
Page Seven

of the potential recreational vehicles (RVs), large travel trailers (5th-wheels), and/or boat trailers that would patronize this facility. In addition, Staff concurs with the initial comments from VDOT and OTS that recommend restricting traffic to use Spinks Ferry Road instead of Limestone School Road. While it may cause a longer trip to the park, it is a much safer road. Staff also supports the recommendation from OTS to restrict RVs and 5th-wheel trailers from the park for patron safety concerns due to the nature of Hibler Road. Furthermore, with these recommendations and the Applicant's projected user increase from the initial traffic study, Staff recommends that a revised Traffic Impact Analysis (TIA) be completed and submitted for review.

The scope of the Traffic Study, including what roads would be studied, was agreed upon by the Applicant and the County's professional traffic engineers at a scoping meeting Oct. 29, 2008. At that meeting, it was determined that the majority of park users would be coming from points south and would use Limestone School Road to access the site. Nothing has changed that would alter that assumption, making it unnecessary to conduct a revised TIA. In respect to RVs, the Applicant has agreed to prohibit RVs and 5th-wheel trailers about which PRCS staff has raised concerns.

2. In regards to the "Colonel White House Interpretive Area", the Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the requirements of Section 6-1101(A) of the Revised 1993 Zoning Ordinance will be satisfied.

Sec. 6-1101(A) requires "the general location or approximate location, character and extent..." of a public road to be shown on an application for a Commission Permit. A separate plat has been included with this application that illustrates the general location of the existing roads that lead to Colonel White's House

3. In addition to Comment 2, Staff notes that there are two separate Plat Notes (#7 and #18) on Sheet 1 discussing different identified Archeological Resources. Please revise or explain this discrepancy.

Applicant Response: The notes on Sheet 1 have been clarified.

Issue Status: Resolved.

Comment acknowledged and appreciated.

4. In order to preserve the existing driveway conditions along the proposed secondary road to the Colonel White House and to minimize wetland and stream impacts, Staff recommends gating and/or signing the secondary road to keep campsite traffic from entering and/or exiting via this route.

This road is currently gated and will remain gated for the foreseeable future.

5. Staff has reviewed the provided Wetlands Delineation Report on the subject property. The report states that there are several locations where areas of palustrine emergent wetlands

A-143

Nicole Steele
September 18, 2009
Page Eight

and stream channels have been significantly disturbed by previous and current cattle operations on the subject property. PRCS recommends that the Applicant consult with the United States Army Corps of Engineers (USACE) and the Loudoun County Environmental Review Team (ERT) on methods for restoring and enhancing these critical environmental resources and habitats. Specific restoration methods should be included as a Special Exception Condition of Approval prior to Site Plan (STPL) approval.

Applicant Response: As noted above, the wetlands were disturbed by past operations and are not a cause of the proposed park use; therefore, the restoration of those areas cannot be required as a Special Exception condition. However, the Applicant will consult with the Army Corps of Engineers and/or ERT for recommendations on mitigating the existing disturbances that are identified in the Wetlands Delineation Report and will implement the appropriate methods at its discretion as funding permits.

Issue Status: Resolved. While Staff understands the fact that the Applicant did not originally cause the existing, disturbed wetland conditions, Staff recommends that the Applicant work toward mitigating these impacts as appropriate.

The Applicant appreciates that this comment is resolved.

6. *In order to preserve the existing driveway conditions along the proposed secondary road to the Colonel White House and to minimize steep slope impacts, Staff recommends gating and/or signing the secondary road to keep campsite traffic from entering and/or exiting via this route.*

This road is currently gated and will remain gated for the foreseeable future.

7. *In order to preserve the existing driveway conditions along the proposed secondary road to the Colonel White House and to minimize minor floodplain impacts, Staff recommends gating and/or signing the secondary road to keep campsite traffic from entering and/or exiting via this route.*

This road is currently gated and will remain gated for the foreseeable future.

8. *The Applicant must demonstrate how the standards of Section 4-1507 of the Revised 1993 Zoning Ordinance will be satisfied. Staff again reminds the Applicant that structures such as picnic pavilions and/or playground equipment are not typically permitted within the major floodplain, as shown on the revised Concept Sketch. Such structures become barriers to the natural flow of floodplain waters and debris, and can be damaged causing a greater expense to the Applicant.*

Per section 4-1505 A(3), picnic areas and play areas are permitted uses in floodplains. The applicant has not formalized the design of either of these amenities, but commits that the picnic pavilion will be an open-air structure without walls and the play area will be unenclosed, meaning water can expeditiously flow across and through both uses. During severe storms,

A-144

Nicole Steele
September 18, 2009
Page Nine

Park staff will remove any play or picnic equipment that is not secured and is in danger of being washed away, a practice the Park Authority already employs at its other riverside parks.

9. *Please provide a Phasing Plan for the proposed development of the park. Staff notes that phasing appears to be proposed in the Traffic Study, but not clearly discussed on the Plat or within the Statement of Justification.*

Applicant Response: The uses requested in this Special Exception application – the boat ramp and campsites – are all included in the Phase 1 identified in the traffic study. A detailed phasing plan is not required as part of a Special Exception application.

Issue Status: Resolved.

The Applicant appreciates the resolution.

10. *Staff notes that a land development application for the subject property, Gianna Terra (SBPL 2006-0084) was approved on July 10, 2007. Please revise the Preliminary Soils Review (PSR) note on Sheets 1 and 2 to include the previous land development application number for which the PSR was submitted.*

Applicant Response: These notes have been revised.

Issue Status: Resolved.

The Applicant appreciates the comment.

11. *The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the standards of Section 4-1507 and Section 6-1101(A) of the Revised 1993 Zoning Ordinance will be satisfied. Staff understands the Applicant's permitted by-rights uses (e.g., restrooms and picnic shelters); however, they are shown as a part of the application, and Staff notes that they will have an impact on the environment.*

Planning of the passive park is still in the early stages and the exact location of the uses has not been determined. However, the Applicant has already performed a wetland delineation and extensive archeological studies to determine where these environmentally sensitive areas are located and has designed the park to avoid those areas. The Concept Sketch that is included with the submission shows the general areas in which the park amenities will be located. It's important to note that the amenities will be provided within the color-coded bubbles, they will not fill the entire areas depicted by the bubbles and therefore will take up only a portion of that land.

12. *The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the standards of Special Exception Checklist Items 6b and 11 and Section 4-1507 of the Revised 1993 Zoning Ordinance will be satisfied. Staff requests additional information on the size and materials of proposed boat ramp. While Staff notes that the State of Maryland wholly incorporates the Potomac River and the land beneath it, "Virginia has a proprietary right on the south shore to low water-mark, and, appurtenant thereto, has a privilege*

A-145

Nicole Steele
September 18, 2009
Page Ten

to erect any structures connected with the shore which may be necessary to the full enjoyment of her riparian ownership, and which shall not impede the free navigation or other common use of the river as a public highway" per the Black-Jenkins Award of 1877, which upheld the original Compact of 1785, defining the boundary between Maryland and Virginia. Staff recommends that the Applicant coordinate with the Potomac River Fisheries Commission and the Interstate Commission on the Potomac River Basin on the design and construction of the boat ramp to avoid any potential boat ramp disputes. Furthermore, Staff recommends that as a Condition of Approval, the Applicant restrict the launching of watercraft to non-powered boats, per the aforementioned Revised General Plan policies. While the Applicant permits all types of watercraft to launch from Algonkian Regional Park, the Potomac River is much wider and deeper in that area. The shallow nature of the river adjacent to the site would preclude most powered watercraft. Non-powered watercraft is also better suited with the rural and scenic nature of the park that the Applicant is proposing.

Parking areas are depicted on both the Special Exception Plat for the campgrounds and for the boat ramp. In addition to the group parking area, each campsite will be able to accommodate one car. The exact dimensions of these parking areas is not known, which is why the Applicant requested and received a waiver from Checklist Item 6B. The boat ramp, as well as the Park's other amenities, is being designed to have minimal impact on the natural environment and is located to avoid areas of archeological significance and wetlands. Its exact location and dimensions are not yet known. After meeting with Staff at the Property, it was determined that the Applicant will show an area along the river that could accommodate the ramp and leave the exact location until time of site plan when more refined engineering and site work will be completed.

In respect to what types of boats will be permitted to access the river, the Applicant anticipates that the majority of launches will be by non-motorized kayaks and canoes. However, the Applicant believes it is appropriate and desirous for some small motorized boats to gain access. River access is one of the two highest outdoor recreation needs identified in the state's 2007 Virginia Outdoors Plan, and the Applicant is very excited about its ability to provide this access and help fill this gap.

Recognizing staff's desire to limit the launching of motorized boats, the Applicant agrees to prohibit jet skis and restrict boats to those with 10 horsepower engines or less. This will allow fishermen and small john boats access to the river, keeping in character with the rural setting while prohibiting louder more noxious vessels.

13. *Please provide the proposed number and type (individual vs. group) of campsites within the park. In addition, the Applicant's TIA states that "no Recreational Vehicles or 5th-wheel trailers will be allowed in the park." However, in response to the OTS Comment #8 (dated April 13, 2009) which supported this restriction, the Applicant states that they do not intend to restrict RVs and trailers less than 25' in length. There is no reference to RV and/or trailer camping in the Statement of Justification or identified on the SPEX Plat or Concept Sketch.*

Staff supports the recommendation from OTS to restrict RVs and 5th-wheel trailers from the park for patron safety concerns due to the nature of Hibler Road. Should it be desirable to

A-146

Nicole Steele
September 18, 2009
Page Eleven

permit other travel trailers and campers, the Applicant will have to provide more information about the location of these different vehicular camp sites, including electrical and water hookups and gray water facilities.

There will be up to 100 campsites at White's Ford Park. The Loudoun County Zoning Ordinance does not distinguish between group or individual campsites, making it impractical for this application to distinguish between the two. Fifth wheel trailers will not be permitted at White's Ford. Tow-behind, pop up trailers/campers will be permitted at White's Ford so long as they are 22 feet in length or smaller. The Applicant envisions providing individual electric and water connections at each campsite, as well as a centralized sewage dump station to serve the entire Park.

14. Please provide more information on uses and structures within the proposed Future Equestrian Facility per the colored Concept Sketch. The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the requirements of Section 6-1101(A) of the Revised 1993 Zoning Ordinance will be satisfied. Staff understands the Applicant's permitted by-rights uses; however, the equestrian facility is shown as a part of the application, and Staff notes that it will have an impact on the environment and traffic conditions along Hibler Road.

Section 6-1101(A) addresses whether a park is appropriate at this location. To make this determination, Planning and Zoning staff have requested a list of the proposed uses. The Applicant has included a note on the plat for the Commission Permit listing the envisioned uses, but recognizes that as the park evolves, unlisted complementary park uses may be added. Many of the uses, including the equestrian facility, are part of the park's long-term planning and therefore it would be premature to try and identify such information as size and location.

15. Please provide more information on the proposed Event Areas (e.g., types of events, proposed temporary structures, parking requirements) per the colored Concept Sketch.

Applicant Response: The event area is not part of this application and has been removed from the Concept Sketch.

Issue Status: Resolved.

Applicant appreciates the resolution.

16. Please provide more information on the proposed Colonel White House Interpretive Area per the colored Concept Sketch. The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the requirements of Section 6-1101(A) of the Revised 1993 Zoning Ordinance will be satisfied.

Per our response above, Section 6-1101(A) addresses whether a park is appropriate at this location. To make this determination, Planning and Zoning staff have requested a list of the proposed uses, which has been included on the plat for the Commission Permit. Many of the

A-147

Nicole Steele
September 18, 2009
Page Twelve

uses, including the Interpretive Area, are part of the park's long-term planning and therefore it would be premature to try and identify what that may entail.

17. Please provide a detail of the existing homestead area (proposed Colonel White House Interpretive Area), including all of the structures listed in the chart on Sheet 2 of the SPEX Plat, and how they relate to the proposed uses; currently Sheet 2 is difficult to read. In addition, please provide Plat Labels as to whether or not the existing structures are to remain or be removed. Staff requests more information on the current condition of the house, and what the immediate plans for it may be, regardless of whether it is currently a part of the application. Is the house currently lived in? Will it be maintained as a residence within the park? Will it be "mothballed" until the Applicant has the planning and funding for future interpretive use?

The Applicant met with County staff on the Property to identify what buildings contribute to the site's history and could be incorporated into the Park. In addition to the home, which the Applicant plans to renovate for occupancy, Staff suggested the corn crib and dairy barn be maintained. Nothing is needed to stabilize those two outbuildings, while Staff suggested the house be secured by closing any openings. The Applicant will install cow fencing around the house, corn crib and dairy barn, primarily to prevent cows from entering or rubbing up against the structures. Preservation, and ultimately incorporation of any of the Property's other structures into a future interpretive area, will be at the determination of the Applicant.

18. Please provide a copy of the parking analysis waiver.

In a letter dated Dec. 23, 2008, Planner Ginni VanHorn accepted the Applicant's request to waive Checklist Item 6b pertaining to parking. The letter is attached.

19. Staff requests more information on the proposed Primary and Secondary Roads and parking/loading areas throughout the park (e.g., travel lane widths, pavement materials, number of parking spaces etc.) per Special Exception Checklist Items K10b and 11. It appears on Sheet 4 that the proposed parking area for the boat launch may be undersized to accommodate multiple boat trailers. Please also provide more information on where would overflow parking be located.

The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how Special Exception Checklist Items K10b and 11 will be satisfied. Unless the Applicant has received a waiver for these items, the Checklist is incomplete. While Staff understands that a Special Exception may be conceptual in nature, it is difficult to appropriately analyze the plan as proposed and how it will meet the ultimate engineering standards required by the Special Exception uses.

The general location of the internal streets, their access points, and parking areas are shown on the Special Exception Plats, but the Applicant has not yet determined the exact right-of-way width for the streets. The exact locations will be determined with final engineering, understanding that these locations and road widths will be reviewed by the Office of Transportation.

A-748

Nicole Steele
September 18, 2009
Page Thirteen

20. *Staff notes that for the previous land development application SBPL 2006-0084, the property owner drilled and located multiple test wells and drain fields for residential use. Staff requests more information on which wells and drain fields will serve the proposed facilities and if they are adequate for the proposed commercial uses. The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how Special Exception Checklist Item 9 will be satisfied.*

Checklist Item 9 requires existing and proposed wells be shown on the plat, which they are. The Applicant has not identified what wells will serve the Park; this will be worked out with the County's Health Department at time of site plan.

21. *Staff requests more information concerning the proposed residential "outlot" straddling Hibler Road surrounded by the proposed park. The Applicant must demonstrate to Staff, the Planning Commission, and the Board of Supervisors how Special Exception Checklist Items 8a and 8b will be satisfied.*

The "outlot" currently does not exist. The Applicant will provide a parcel number at time of subdivision.

22. *Staff requests more information about the Virginia Outdoors Foundation (VOF) easements on the property, including the associated recorded deeds, descriptions, and resources that the "No-Build" areas are protecting.*

Applicant Response: The Applicant has consulted with VOF as it has planned its park facilities and received a preliminary determination from VOF that the proposed park uses are compatible with the easement restrictions as no facilities are planned for any of the No-Build zones established by VOF. The No-Build Zones north of Hibler Road are on the high points of the land and protect the scenic values of the Property, while the No-Build zones south of Hibler Road protect archeological resources. NVRPA will continue to coordinate its plans with VOF and will obtain any approvals from VOF necessary for compliance with the easement.

Issue Status: Resolved.

The Applicant appreciates the resolution.

23. *The colored Concept Sketch graphically delineates hiking/equestrian trails and Sheets 3 and 4 of the Special Exception Plat do not. Please revise and/or explain this discrepancy.*

Applicant Response: There is no discrepancy. The Special Exception Plat only lists those uses for which a special exception is needed. The majority of the proposed uses are permitted by right, so they are left off of the Special Exception Plat. The Concept Sketch, on the other hand, includes both by-right and special exception uses that are planned for the park.

Issue Status: Resolved.

The Applicant appreciates the resolution.

A-149

Nicole Steele
September 18, 2009
Page Fourteen

24. *PRCS has been directed by the Board of Supervisors to act as the lead agency for the design and implementation of the Potomac Heritage National Scenic Trail (PHNST) in Loudoun County. PRCS requests the opportunity to work with the Applicant in establishment of a section of the PHNST on the subject property, per the Revised General Plan, Chapter 5, Scenic Rivers and Potomac River Policy 10. Furthermore, Sheets 3 and 4 of the Special Exception Plat should be revised to graphically delineate and label a proposed alignment for the PHNST.*

Applicant Response: The Applicant is a partner in creating this trail and will preserve the ability to extend this trail through the Property. However, until easements are acquired for the adjacent sections of the trail, it is impossible to determine the exact location and dimension of the trail through the Property, and therefore inappropriate to depict any such alignment. The purpose and intent of the PHNST is to provide access to the Potomac River for recreational and scenic enjoyment. In Loudoun County, the trail is primarily a rustic hiking trail in most places.

The previous comment response is irrelevant to the purpose of the PHNST, and while trails are permitted by-right use, a commitment to the PHNST should be made in a label for the proposed trail along the Potomac River on the Concept Sketch, at a minimum. Staff recommends that as a Condition of Approval, the Applicant commit to the establishment of their portion of the PHNST. This may be accomplished as part of the loop trail the Applicant has proposed, to be continued offsite at a future date.

As previously stated, the Applicant is a partner in creating this trail and will agree to a condition that NVRPA will extend this trail through the Property. However, until easements are acquired for the adjacent sections of the trail, it is impossible to determine the exact location and dimension of the trail through the Property.

25. *Please submit draft Conditions of Approval for Staff review.*

The Applicant will submit draft Conditions of Approval.

26. *Staff recommends removing the colored Concept Sketch from the application, or recommends including it in the SPEX Plat as an illustrative for purposes of satisfying Commission Permit requirements under Section 6-1101(A) of the Revised 1993 Zoning Ordinance.*

At staff's suggestion, we have removed the Concept Sketch from the application.

Office of Transportation Services (comments dated September 11, 2009)

Status of Transportation Issues/Comments

Staff comments from the first OTS referral as well as the Applicant's responses (quoted directly from its July 30, 2009 response letter) and current issue status, are provided below.

A.150

Nicole Steele
September 18, 2009
Page Fifteen

1. Initial Staff Comment (1st Referral): It is not clear from the traffic study whether the applicant is seeking approval for any Phase II uses. The study indicates that these activities have not been "finally determined," and also states that no additional traffic is anticipated. However, depending on what uses are proposed, this may or may not be the case. Please clarify.

Applicant's Response (July 30, 2009): The applicant has near-term plans for those uses identified in Phase I. Should the Applicant choose to further develop the by-right park, some or all of the uses identified in Phase II uses may be provided. However, no additional staffing or traffic are associated with Phase II; rather, those additional recreational activities and uses would complement the Phase I uses.

Issue Status: **Issue not resolved.** Since the Applicant has indicated that "... additional recreational activities and the build-out year for Phase II are not finally determined." OTS recommends that these applications be limited to the proposed Phase I uses.

The uses identified in Phase II are by-right uses. The 'Historic Site' and 'Equestrian Facilities' are additional features available for visitors already camping at the park. It is anticipated that no additional or minimal trips will be generated from the Phase II uses. However, the Applicant acknowledges that the application is limited to the proposed special exception uses.

2. Initial Staff Comment (1st Referral): Gorove/Slade notes that existing traffic counts were conducted on Tuesday, November 11, 2008 a federal holiday. In addition, additional "spot counts" were conducted on November 18, 2008 in order adjust the counts conducted on the 11th. OTS questions why 1) Gorove/Slade chose to conduct traffic counts on a federal holiday; 2) how the "spot counts" were used to adjust the original counts; and 3) why new AM and PM peak hour counts were not conducted.

Applicant's Response (July 30, 2009): The critical count measure at this location was the through traffic along Route 15. Historical counts and VDOT ADT data were a primary source of data. In addition, counts were conducted on two separate days to get through and turning traffic at this location. In order to expedite the analysis prior to the holiday season, counts were performed on November 11, 2008, a federal holiday, but not in Loudoun County School holiday. To clarify that the federal holiday did not substantially alter traffic patterns, follow up counts were conducted the following week. The follow up counts, or spot counts are a means of focusing in on critical peak hour and doing a full update of that hour. They are essentially new AM and PM counts, just during a focused time period. "Spot counts" were used to adjust the original counts obtained on November 11 in order to reflect actual traffic conditions during a typical weekday. An increase was applied to the volumes obtained on November 11 to accounts for the difference in traffic between a typical weekday and a federal holiday. OTS was consulted prior proceeding with the data collection on November 11, 2008. The count schedule was accepted with the understanding that follow-up spot counts would be conducted to validate and update the data taken November 11.

A'151

Nicole Steele
September 18, 2009
Page Sixteen

Issue Status: Issue not resolved. OTS accepts the Applicant's explanation regarding traffic counts taken on a federal holiday, but will not accept such counts in the future.

Appendix C of the TIA provides "Adjusted Volumes" for traffic counts for November 11, 2008 and November 18, 2008. However, the data is not depicted showing the raw data for each day individually, nor how the data was verified with a spot check. In addition, the TIA (Appendix C) provides raw volumes from September 6, 2008. Please explain the relevance of this data.

Comment Acknowledged. The following steps were followed in order to verify and update the counts for the intersection of Route 15 and Limestone School Road:

Counts were conducted on November 11, 2008. The data sheet in the appendix however, was mislabeled September 6, 2008. Since the counts were conducted on a federal holiday, additional spot counts were conducted on November 18, 2008.

The spot counts conducted on November 18, 2008, when compared with the November 11, 2008, counts, showed higher volumes during the AM peak hour and lower volumes during the PM peak hour. To be conservative, we used the highest volumes for each period, which means we used the PM peak-hour volume from the November 11, 2008, count and the AM peak-hour volume from the November 18, 2008, count.

For the AM peak hour, the growth factors were calculated for the through volume by comparing the November 11th data with the November 18th spot data. The growth factors equated to 1.21 for the northbound traffic and 1.13 for the southbound traffic. The growth factors were then applied to the November 11th data.

The detailed worksheets are attached in the appendix section.

3. Initial Staff Comment (1st Referral): OTS is concerned about the unacceptable LOS on westbound Limestone School Road at US 15. The traffic generated by the proposed uses will exacerbate this situation. OTS recommends that the applicant make a fair share contribution for the purpose of constructing a traffic signal at this intersection when warranted. Preliminary calculations indicate that this contribution should be approximately 16% of the cost of the traffic signal at the time of construction. OTS is available to discuss this issue further with the applicant.

Applicant's Response (July 30, 2009): The intersection of US Route 15 and Limestone School Road currently operates and will continue to operate at an unacceptable LOS on westbound Limestone School Road at US 15. Therefore, the costs of any needed improvements would be spread among the traffic generators that currently exist, not the proposed park facility, which would generate less than 1 percent of the total traffic projected at this intersection. However, no mitigation measures have been recommended because there is not enough volume on the westbound approach to warrant roadway/signal improvements under existing and future scenarios based on the traffic analysis. Therefore,

A-152

Nicole Steele
September 18, 2009
Page Seventeen

the applicant finds it outside its mitigation measures to contribute to the installation of a traffic signal at the study intersection now or if warranted in the future.

Issue Status: Issue not resolved. See comment #4 below.

Please see response to comment #4 below.

4. Initial Staff Comment (1st Referral): Gorove/Slade provides a signal warrant analysis in Appendix H of the TIA. This signal warrant analysis is based on "Estimated Average Daily Traffic" ("To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.") The volumes used in this analysis appear to be less than actual existing counts from several years ago as provided in the traffic study. The analysis should reflect projected conditions at site buildout. Please explain the methodology used for this analysis.

Applicant's Response (July 30, 2009): As agreed upon at the scoping meeting, a traffic signal warrant analysis was performed at the intersection of US Route 15 and Limestone School Road under future conditions with development (2015) based on the Manual on Traffic Signal Design (MTSD) guidelines. A full traffic signal warrant study was not required.

The future volumes with the proposed development were considered in the traffic signal warrant analysis. They were multiplied by 10, which is a k-factor commonly used in the transportation engineering field, to estimate average daily traffic at the study intersection. Therefore, these volumes were higher than the actual recorded counts since an inherent growth rate of 3 percent compounded annually over a seven-year period was added to the existing through traffic on US Route 15 to account for regional increases in traffic due to background growth and development outside the study area. Please refer to Figure A and Appendix H in the Traffic Study for traffic volume comparisons.

Issue Status: Issue not resolved. OTS believes the methodology used in the warrant analysis is flawed and requires further discussion. OTS is available to meet with the applicant to discuss this issue and comment #3 as it relates to the warrant analysis. Additional comments may be provided depending on the outcome of those discussions.

The traffic impact studies are planning studies, which include detailed analysis specified and requested in the FSM guidelines. The MUTCD signal warrant study is a separate study not part of the guidelines. It is typically undertaken after the preliminary determination using MTSD warrants, which has been the typical norm. In this case, the MTSD warrant analysis shows that the traffic on the minor street does not meet the threshold in order to warrant a signal at the intersection of Route 15 and Limestone School Road. The 80% criteria is also not met, as the minor street volume is less than approximately 50% of the threshold. Hence, since the MTSD warrant was clearly not met, a need to evaluate the MUTCD warrant was not justified.

However, the peak-hour volume warrant from the MUTCD warrant analysis guidelines was checked, which also revealed that the signal will not be warranted. Of note, the peak hour

A-153

Nicole Steele
September 18, 2009
Page Eighteen

volume has the lowest threshold and has the highest probability of meeting the volume related warrant, typically. The warrant analysis worksheets are presented in the appendix.

5. Initial Staff Comment (1st Referral): The applicant notes in their Traffic Impact Analysis (TIA) that a right-turn taper is warranted on northbound US 15 (Appendix H). The applicant should construct the warranted taper.

Applicant's Response (July 30, 2009): A wide shoulder was recently added as part of a VDOT project, to northbound US 15 at its intersection with Limestone School. The shoulder was considered the alternative at the time of its installation. Although not included in the TIA, it should be noted that a review of existing volumes shows that a right-turn taper is warranted under existing conditions. Should this shoulder be converted into a right-turn taper, the Applicant will contribute its fair share toward the restriping of the current asphalt area once the County is in receipt of the remaining money.

Issue Status: Issue not resolved. While the Applicant's TIA shows that at least a taper is required on US Route 15 at Limestone School Road, OTS recommends that a full-length right-turn lane be installed at this location by the Applicant due to the length of vehicles that are anticipated to access the park uses. There is sufficient existing ROW for such improvements.

The analysis reveals that there is no stacking observed for the northbound approach for the peak hours. In addition, the Applicant has agreed to the condition that no recreational vehicles or 5th-wheel trailers will be allowed in the park and that motor boats will be limited to those with engines of 10 horsepower or less, which would exclude large trailered boats. Hence, the queuing analysis results, right turn lane warrant analysis and the Applicant's development conditions provide adequate justification that a full right turn lane is not warranted.

6. Initial Staff Comment (1st Referral): There are several stream crossings along the roadways leading to the proposed site. In particular, OTS is concerned that the one-lane bridge stream crossing on Limestone School Road (west of Temple Hall Lane) will cause conflicts with opposing traffic towing boats. The applicant should work with VDOT to ensure that the traffic generated by the proposed uses has no adverse impact on the operation of the local road network, particularly with respect to these crossings. One option to address the one-lane bridge concerns may be to investigate having park patrons enter the park via Limestone School Road and exit via Spinks Ferry Road. Such a traffic management scheme could potentially improve the LOS at Limestone School Road and reduce conflicts at the above mentioned bridges. However, changes to the traffic management scheme would necessitate the applicant revise the TIA and investigate the LOS at Spinks Ferry Road. Further discussion with VDOT is necessary.

Applicant's Response (July 30, 2009): The Applicant anticipates 20-weekend boat launches and two-weekday boat launches, the majority of which will be canoes or kayaks, which are carried on top of the car and not in boat trailers. These estimates are based on the usage trends at Algonkian Regional Park in eastern Loudoun, which experiences an estimated

A-154

Nicole Steele
September 18, 2009
Page Nineteen

seven launches a day, and at Fountainheads Regional Park in Fairfax, both of which have 60% of launches by car-top. The launches expected at White's Ford are below those seen at Algonkian because the proposed park is in a less populated area. With so few daily boat launches, a conflict on any one of the bridges would be rare and could easily be mitigated by establishing a yield pattern.

It is unlikely that Park traffic would utilize Spinks Ferry Road because its intersection with US 15 is quite far from the site. As noted by OTS, a change in the site distribution would affect the entire traffic study since it was previously agreed that the intersection of US Route 15 and Spinks Ferry did not need to be studied.

Issue Status: Issue not resolved. *The Applicant should provide data of relevant boat usage at Fountainhead Regional Park and Algonkian Regional Park to justify the assumptions put forth. The Applicant should also make improvements on Limestone School Road at the location of one-lane bridge to improve sight distance and facilitate safe traffic operations; these improvements should include yield signs. The Applicant should also direct traffic exiting the site to access US 15 via Spinks Ferry Road, so as to avoid possible conflicts at the one lane bridge on Limestone School Road.*

The Applicant reviewed usage data at Fountainhead Regional Park and Algonkian Regional Park for the boat ramps and has included that information in the appendix section. In terms of improvements, the Applicant agrees to install signs to direct outbound Park traffic to Spinks Ferry Road and install yield signs and cautionary narrow bridge signs near the one-lane bridge on Limestone School Road.

7. Initial Staff Comment (1st Referral): *OTS recommends that the applicant ensure there is adequate parking within the proposed park. As noted by the applicant in its special exception plat, specific number and location of parking spaces will be determined at site plan approval. OTS will defer to the Department of Building and Development (Zoning Administration) for their findings and recommendations.*

Applicant's Response (July 30, 2009): *The Applicant will ensure that Parking complies with all regulations, at time of site plan.*

Issue Status: Issue resolved.

Resolution appreciated.

8. Initial Staff Comment (1st Referral): *The applicant notes in their TIA, in Appendix A that no Recreational vehicles or 5th-wheel trailers will be allowed in the park. OTS welcomes this restriction and believes that this should be included as a condition for approval.*

Applicant's Response (July 30, 2009): *Rather than set a restriction on a certain type of vehicle, the Applicant finds it more appropriate to restrict vehicles based on their length. Therefore, the Applicant will agree to restrict vehicles that are greater than 25 feet in length*

A-155

Nicole Steele
September 18, 2009
Page Twenty

and trailers that are greater than 25 feet in length. However, should Hibler Road be improved at some point, the Applicant proposes that the length limitations increase to 35 feet for an individual vehicle and 35 feet for a trailer.

Issue Status: Issue not resolved. *OTS concurs with the Applicant's TIA and reiterates its position that no recreational vehicles or 5th-wheel trailers should be allowed in the park. The introduction of large recreational vehicles/trailers of any length onto admittedly a narrow unpaved Hibler Road will cause safety concerns. Hibler Road is too narrow to have large recreational vehicles safely oppose each other.*

The Applicant agrees to prohibit recreational vehicles and 5th-wheel trailers from the Park and limit campers and tow-behind vehicles to those 22 feet in length or smaller.

9. Initial Staff Comment (1st Referral): *OTS recommends that the applicant ensure that the future road connecting existing Hibler Road to the proposed boat launch be built to private road standards as established by the FSM. OTS defers to the Department of Building and Development (Zoning Administration) for their findings and recommendations on the road classifications.*

Applicant's Response (July 30, 2009): *Comment Acknowledged.*

Issue Status: Issue resolved.

Resolution appreciated.

10. Initial Staff Comment (1st Referral): *OTS recommends that the applicant ensure that all internal roads and existing Hibler Road are upgraded or built to FSM standards to provide safe pedestrian and horse crossings.*

Applicant's Response (July 30, 2009): *[The Applicant did not provide a response to this comment].*

Issue Status: Issue not resolved. *(See comment #12 below regarding recommended improvements to Hibler road.)*

Please see the response to Comment 12 below.

Supplemental Comments

11. *OTS concurs with VDOT comments (dated March 27, 2009) regarding the Applicant's use of the ITE codes. OTS believes that using the ITE code 417 (Regional Park) based on acreage, and not number of employees, is the appropriate method for trip generation. As such OTS believes that the Applicant should revised certain parts of the traffic study using the acreage-based ITE code. These revisions should include turn-lane analysis and traffic signal analysis. OTS is available to discuss these changes to the traffic study with the Applicant.*

A-156

Nicole Steele
September 18, 2009
Page Twenty-One

The ITE data for regional parks is limited and has a small sample size. The ITE manual cautions users when utilizing this data. Hence, actual data from the NVRPA parks in the area was accumulated to justify which of the two variables presented in the ITE manual is reliable. The data provided by NVRPA when extrapolated to calculate weekend daily trips matches with the Sunday daily trips calculated using the ITE manual rates based on 'employees'. Hence, the peak-hour trips were calculated using the employee variable instead of acreage. The ITE trip generation handbook concurs with this procedure and states that in the case of limited data, actual data from similar uses in the area is the best reliable source. The back-up data provided by NVRPA on similar parks in the area is attached in the appendix.

12. OTS concurs with VDOT comments (dated March 27, 2009) that Hibler Road should be upgraded to a GS-4 standard by the Applicant as it is not adequate to serve the proposed uses in its current form, particularly if recreational vehicles are to be permitted in the park. Hibler Road should be upgraded to a GS-4 standard along its entire length.

Although the proposed park will attract visitors who otherwise would not have traveled on Hibler Road, it's important to note that the traffic generated by the park is small with just 335 trips expected on a weekend day (even with all components of the park being utilized at their maximum potential, which is the worst case scenario) and less than half that on a weekday. Hibler Road, like Limestone School Road, is a rural, gravel road of varying widths, a condition that would not be unexpected for park users who would be traveling to White's Ford to benefit from its rural environs. That said, the Applicant is studying Hibler Road to identify areas where spot improvements could be made and what those improvements could be. However, upgrading Hibler Road to GS-4 standards may require additional right-of-way acquisition and easements outside of the Applicant's control, as well as clearing historic fencerows, making a total upgrade impractical.

Please do not hesitate to call or email with any questions. We look forward to resolving any outstanding issues prior to the Planning Commission work session October 8.

Warmest regards,



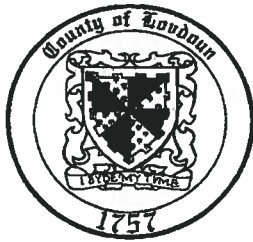
Colleen Gillis Snow

cc: Todd Hafner, Northern Virginia Regional Park Authority
Kate Rudacille, Northern Virginia Regional Park Authority
Lou Canonico, christopher consultants
Brian Nolan, christopher consultants
Tushar Awar, Gorove Slade
Molly Novotny, Cooley Godward Kronish LLP

414033 v4/RE

A-157

This page intentionally left blank.



Loudoun County, Virginia

Department of Planning

1 Harrison Street, S.E., 3rd Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0246 • Fax (703) 777-0441

December 23, 2008

Brian Nolan
christopher consultants, ltd.
20110 Ashbrook Place, Suite 160
Ashburn, VA 20147



**Re: SPEX 2008-0061, SPEX 2008-0062 & CMPT 2008-0020
White's Ford Park Waiver**

Dear Mr. Nolan:

I am responding to your letter dated November 24, 2008 in which you ask that the County waive a number of checklist requirements associated with a special exception (SPEX) application. We will agree that K6a and 6b can be waived prior to acceptance. The areas delineated on the SPEX plat dated November 26, 2008, are acceptable at this time. We also agree to waive Item K7 as note 22 on the cover sheet on the submitted plat sufficiently meets the checklist requirement at this time. After discussion with Dana Malone, the County Arborist, Checklist Item K12a and b can not be waived at this time. Please provide a forest management plan identifying the type of tree cover on the site as well as an inventory of as described in 12b. If you have any additional questions about this requirement, please contact Dana Malone in the Department of Building and Development.

As always, this waiver does not preclude staff from requesting the waived information if it becomes necessary during their review of the application.

If you have any questions please feel free to contact me.

Sincerely,

Ginni Van Horn
Land Use Planner

cc. John Merrithew, Assistant Director

A159

This page intentionally left blank.

A160

APPENDIX

TRAFFIC COUNTS SHEETS

A162

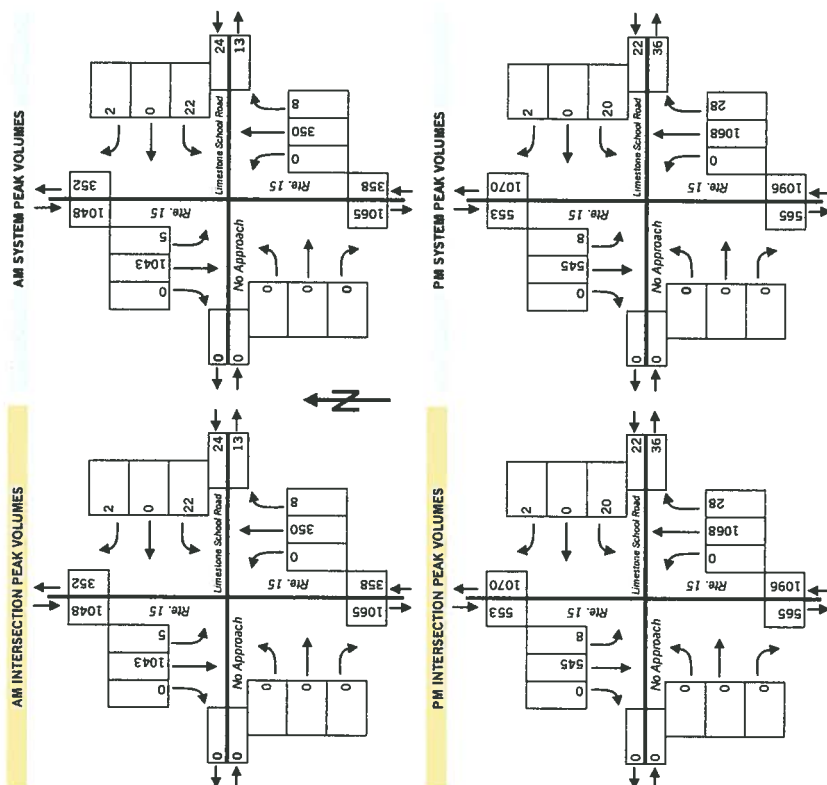
Gacove/Siade Associates
 Project Name :
 Project # :
 Location :
 Data Source :

White's Ford Park
 1795-003
 Loudoun County, VA
 Gacove/Siade Associates

Intersection:		Route 15 at Limestone School Road											
AM PEAK	Direction: Roadway: Movement:	Southbound Rte. 15			Westbound Limestone School Road			Northbound Rte. 15			Eastbound No Approach		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
	6:00 AM to 6:15 AM	0	187	0	0	0	1	0	3	52	0	0	0
	6:15 AM to 6:30 AM	0	219	2	0	0	4	0	2	61	0	0	0
	6:30 AM to 6:45 AM	0	249	0	0	0	3	0	2	56	0	0	0
	6:45 AM to 7:00 AM	0	228	0	0	1	0	2	0	76	0	1	0
	7:00 AM to 7:15 AM	0	243	1	0	1	0	6	0	4	85	0	0
	7:15 AM to 7:30 AM	0	263	0	0	0	5	0	0	100	0	0	0
	7:30 AM to 7:45 AM	0	266	2	0	0	4	0	1	86	0	0	0
	7:45 AM to 8:00 AM	0	271	2	0	1	0	7	0	3	79	0	0
	8:00 AM to 8:15 AM	0	199	1	0	0	4	0	4	85	0	0	0
	8:15 AM to 8:30 AM	0	286	0	0	1	0	6	0	6	107	0	0
	8:30 AM to 8:45 AM	0	200	0	0	0	4	0	5	102	0	0	0
	8:45 AM to 9:00 AM	0	171	1	0	2	0	6	0	8	94	0	0
PM PEAK	Direction: Roadway: Movement:	Southbound Rte. 15			Westbound Limestone School Road			Northbound Rte. 15			Eastbound No Approach		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
	4:00 PM to 4:15 PM	0	111	0	1	0	5	0	3	262	0	0	0
	4:15 PM to 4:30 PM	0	129	0	0	1	0	5	0	6	233	0	0
	4:30 PM to 4:45 PM	0	119	0	0	2	0	4	0	3	285	0	0
	4:45 PM to 5:00 PM	0	111	1	2	0	2	0	2	246	0	0	0
	5:00 PM to 5:15 PM	0	140	1	0	0	3	0	6	261	0	0	0
	5:15 PM to 5:30 PM	0	135	2	0	2	0	8	0	10	279	0	0
	5:30 PM to 5:45 PM	0	147	5	0	0	5	0	8	263	0	0	0
	5:45 PM to 6:00 PM	0	123	0	0	0	4	0	4	265	0	0	0
	6:00 PM to 6:15 PM	0	126	0	0	0	4	0	2	228	0	0	0
	6:15 PM to 6:30 PM	0	89	1	0	0	1	0	5	204	0	0	0
	6:30 PM to 6:45 PM	0	91	0	0	0	2	0	0	182	0	0	0
	6:45 PM to 7:00 PM	0	98	1	0	0	0	0	3	157	0	0	0
PEAK HOURS	Direction: Roadway: Movement:	Southbound Rte. 15			Westbound Limestone School Road			Northbound Rte. 15			Eastbound No Approach		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
	AM INTERSECTION PEAK HOUR	0	1043	5	0	2	0	22	0	8	350	0	0
	7:00 AM to 8:00 AM	0	545	8	0	2	0	20	0	28	1068	0	0
	PM INTERSECTION PEAK HOUR	0	1043	5	0	2	0	22	0	8	350	0	0
	5:00 PM to 6:00 PM	0	545	8	0	2	0	20	0	28	1068	0	0
	AM SYSTEM PEAK HOUR	0	1043	5	0	2	0	22	0	8	350	0	0
	7:00 AM to 8:00 AM	0	545	8	0	2	0	20	0	28	1068	0	0
	PM SYSTEM PEAK HOUR	0	1043	5	0	2	0	22	0	8	350	0	0
	5:00 PM to 6:00 PM	0	545	8	0	2	0	20	0	28	1068	0	0
PEAK HOUR FACTORS		Southbound Rte. 15			Westbound Limestone School Road			Northbound Rte. 15			Eastbound No Approach		
	AM PEAK HOUR	0.00	0.96	0.63	N/A	0.50	0.00	0.79	N/A	0.50	0.88	0.00	0.00
	PM PEAK HOUR	0.00	0.93	0.40	N/A	0.25	0.00	0.63	N/A	0.70	0.96	0.00	0.00
Overall AM PEAK HOUR FACTOR		=			=			=			=		
Overall PM PEAK HOUR FACTOR		=			=			=			=		
Total AM Intersection Volume:		3874			4398			4398			4398		
Total PM Intersection Volume:		3874			4398			4398			4398		

Raw Volumes

Date of Counts: Tuesday, November 11, 2008
 AM Weather Conditions: Warm/Sunny
 PM Weather Conditions: Warm/Sunny

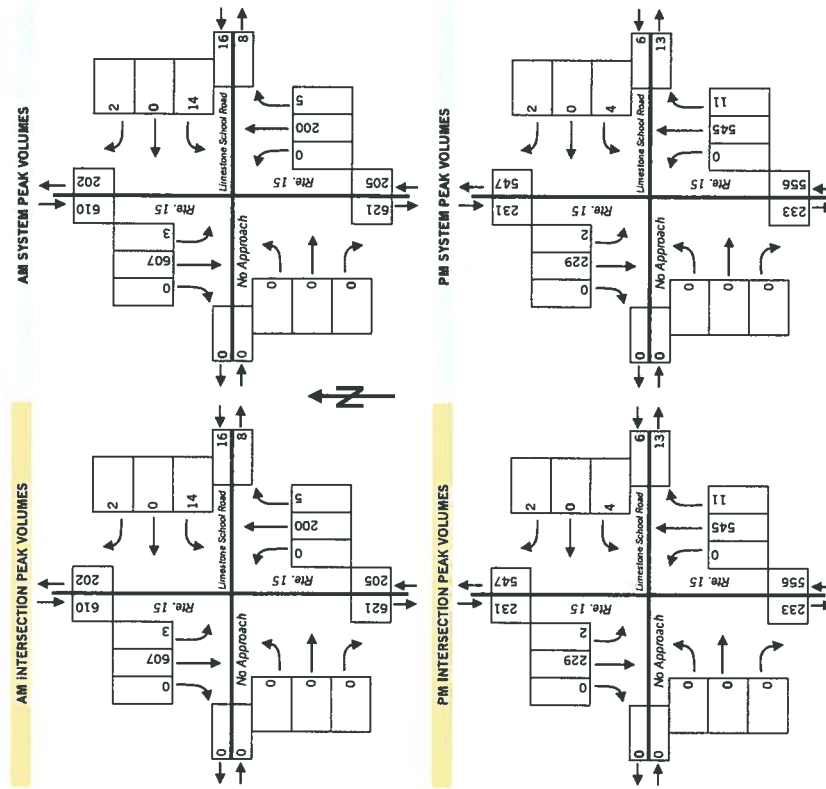


A163

SPOT COUNTS

SPOT COUNTS

Date of Counts:	Tuesday, November 18, 2008	
AM Weather Conditions:	Warm/Sunny	PM Weather Conditions: Warm/Sunny



Grove/Shade Associates		White's Ford Park	
Project Name:		Loudoun County	
Project #:		Grove/Shade Associates	
Location:			
Data Source:			

Route 15 at Limestone School Road																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		Rte. 15				Limestone School Road				Rte. 15				No Approach			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK																	
6:00 AM	to 6:15 AM																
6:15 AM	to 6:30 AM																
6:30 AM	to 6:45 AM																
6:45 AM	to 7:00 AM																
7:00 AM	to 7:15 AM																
7:15 AM	to 7:30 AM																
7:30 AM	to 7:45 AM		0	263	1	0	2	0	4	0	3	102	0	1	0	0	0
7:45 AM	to 8:00 AM		0	344	2	0	0	0	10	0	2	98	0	0	0	0	0
8:00 AM	to 8:15 AM																
8:15 AM	to 8:30 AM																
8:30 AM	to 8:45 AM																
8:45 AM	to 9:00 AM																
PM PEAK																	
4:00 PM	to 4:15 PM																
4:15 PM	to 4:30 PM																
4:30 PM	to 4:45 PM																
4:45 PM	to 5:00 PM																
5:00 PM	to 5:15 PM		0	92	2	0	1	0	2	0	5	252	0	0	0	0	0
5:15 PM	to 5:30 PM		0	137	0	0	1	0	2	0	6	293	0	0	0	0	0
5:30 PM	to 5:45 PM																
5:45 PM	to 6:00 PM																
6:00 PM	to 6:15 PM																
6:15 PM	to 6:30 PM																
6:30 PM	to 6:45 PM																
6:45 PM	to 7:00 PM																
PEAK HOURS																	
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		Rte. 15				Limestone School Road				Rte. 15				No Approach			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																	
7:00 AM	to 8:00 AM		0	607	3	0	2	0	14	0	5	200	0	1	0	0	0
PM INTERSECTION PEAK HOUR																	
4:30 PM	to 5:30 PM		0	229	2	0	2	0	4	0	11	545	0	0	0	0	0
AM SYSTEM PEAK HOUR																	
7:00 AM	to 8:00 AM		0	607	3	0	2	0	14	0	5	200	0	1	0	0	0
PM SYSTEM PEAK HOUR																	
4:30 PM	to 5:30 PM		0	229	2	0	2	0	4	0	11	545	0	0	0	0	0
PEAK HOUR FACTORS																	
		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM PEAK HOUR		0.00	0.44	0.38	N/A	0.25	0.00	0.35	N/A	0.42	0.49	0.00	0.00	0.00	0.00	0.00	N/A
PM PEAK HOUR		0.00	0.42	0.25	N/A	0.50	0.00	0.50	N/A	0.46	0.47	0.00	N/A	0.00	0.00	0.00	N/A
Overall AM Intersection Volume:		832				0.45				Total PM Intersection Volume: 793				Overall PM PEAK HOUR FACTOR = 0.45			

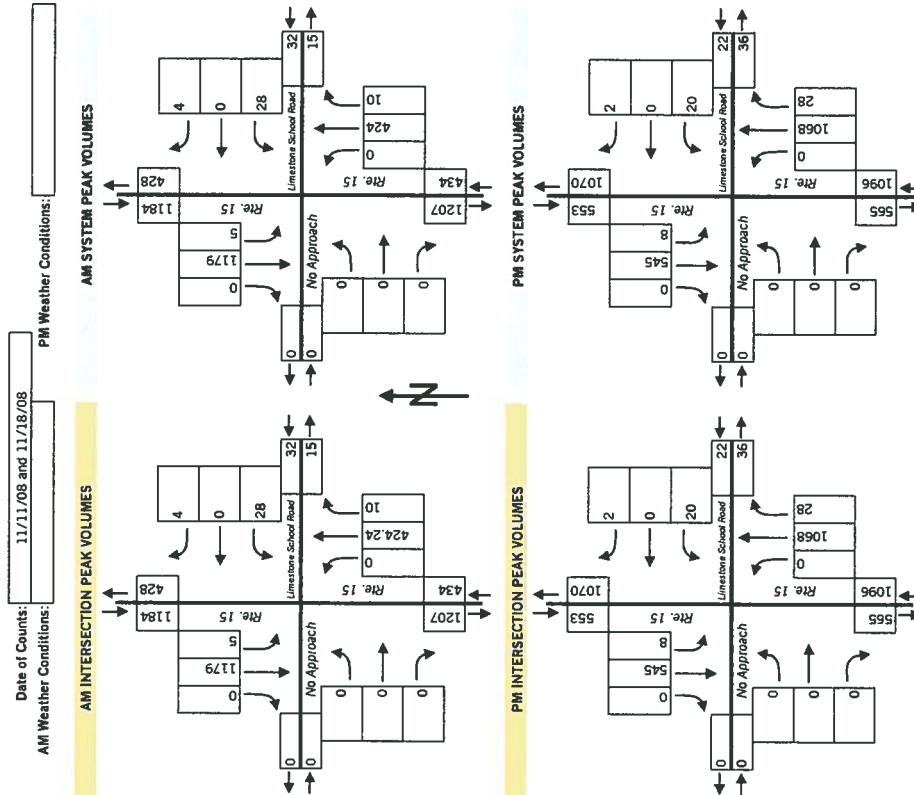
A.164

Grove/Slade Associates

Project Name: White's Ford Park
 Project Number: 1795-003
 Location: Loudoun County, VA
 Data Source: Grove/Slade Associates

Adjusted Volumes

Intersection:	Direction: Roadway: Movement:	Route 15 at Limestone School Road											
		Southbound			Westbound			Northbound			Eastbound		
		Rte. 15			Limestone School Road			Rte. 15			No Approach		
		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
AM PEAK	6:00 AM to 6:15 AM	0	211	0	0	0	1	0	4	63	0	0	0
	6:15 AM to 6:30 AM	0	248	2	0	0	5	0	3	74	0	0	0
	6:30 AM to 6:45 AM	0	281	0	0	0	4	0	3	70	0	0	0
	6:45 AM to 7:00 AM	0	258	0	0	2	0	3	0	92	0	0	1
	7:00 AM to 7:15 AM	0	275	1	0	2	0	8	0	5	103	0	0
	7:15 AM to 7:30 AM	0	297	0	0	0	6	0	0	121	0	0	0
	7:30 AM to 7:45 AM	0	301	2	0	0	5	0	1	104	0	0	0
	7:45 AM to 8:00 AM	0	306	2	0	2	0	9	0	4	96	0	0
	8:00 AM to 8:15 AM	0	225	1	0	0	5	0	5	103	0	0	0
	8:15 AM to 8:30 AM	0	323	0	0	2	0	8	0	130	0	0	0
PM PEAK	8:30 AM to 8:45 AM	0	226	0	0	0	5	0	6	124	0	0	0
	8:45 AM to 9:00 AM	0	183	1	0	4	0	8	0	114	0	0	0
	4:00 PM to 4:15 PM	0	111	0	1	0	5	0	3	262	0	0	0
	4:15 PM to 4:30 PM	0	129	0	0	1	0	5	0	6	233	0	0
	4:30 PM to 4:45 PM	0	119	0	0	2	0	4	0	3	285	0	0
	4:45 PM to 5:00 PM	0	111	1	2	0	0	2	0	2	246	0	0
	5:00 PM to 5:15 PM	0	140	1	0	0	3	0	6	261	0	0	0
	5:15 PM to 5:30 PM	0	135	2	0	2	0	8	0	10	279	0	0
	5:30 PM to 5:45 PM	0	147	5	0	0	5	0	8	263	0	0	0
	5:45 PM to 6:00 PM	0	123	0	0	0	4	0	4	265	0	0	0
PEAK HOURS	6:00 PM to 6:15 PM	0	126	0	0	0	4	0	2	228	0	0	0
	6:15 PM to 6:30 PM	0	89	1	0	0	1	0	5	204	0	0	0
	6:30 PM to 6:45 PM	0	91	0	0	0	2	0	0	182	0	0	0
	6:45 PM to 7:00 PM	0	98	1	0	0	0	0	3	157	0	0	0
	7:00 AM to 8:00 AM	0	1179	5	0	4	0	28	0	10	424	0	0
	8:00 AM to 9:00 AM	0	545	8	0	2	0	20	0	28	1068	0	0
	9:00 AM to 10:00 AM	0	1179	5	0	4	0	28	0	10	424	0	0
	10:00 AM to 11:00 AM	0	545	8	0	2	0	20	0	28	1068	0	0
	11:00 AM to 12:00 PM	0	1179	5	0	4	0	28	0	10	424	0	0
	12:00 PM to 1:00 PM	0	545	8	0	2	0	20	0	28	1068	0	0
AM INTERSECTION PEAK HOUR		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
PM INTERSECTION PEAK HOUR		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
AM SYSTEM PEAK HOUR		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
PM SYSTEM PEAK HOUR		Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
AM PEAK HOUR		0.00	0.96	0.63	N/A	0.50	0.00	0.79	N/A	0.50	0.88	0.00	N/A
PM PEAK HOUR		0.00	0.93	0.40	N/A	0.25	0.00	0.63	N/A	0.70	0.96	0.00	N/A
Overall AM PEAK HOUR FACTOR		= 0.97											
Overall PM PEAK HOUR FACTOR		= 0.96											
Total AM Intersection Volume:		4476											
Total PM Intersection Volume:		4398											

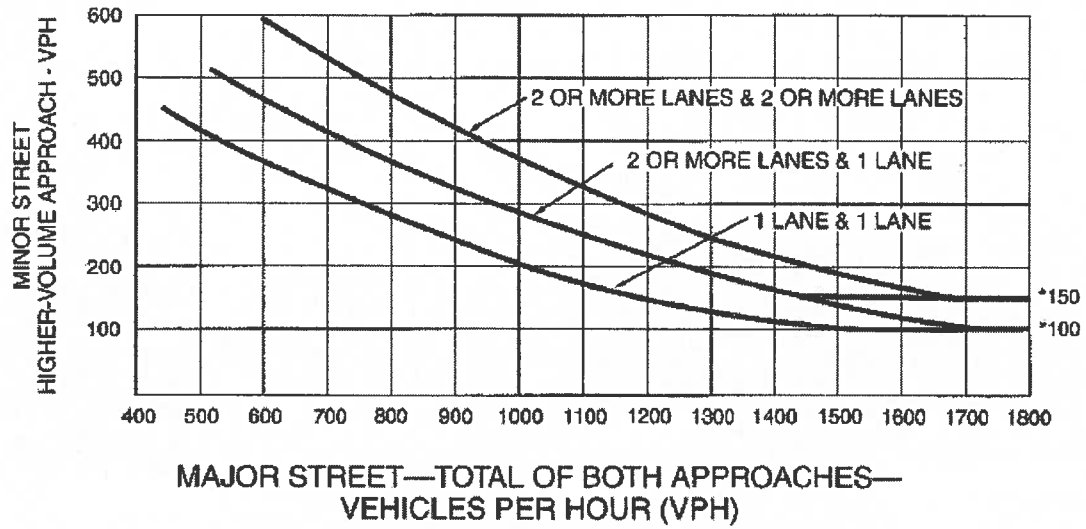


A-165

SIGNAL WARRANT ANALYSIS SPREADSHEETS

A-166

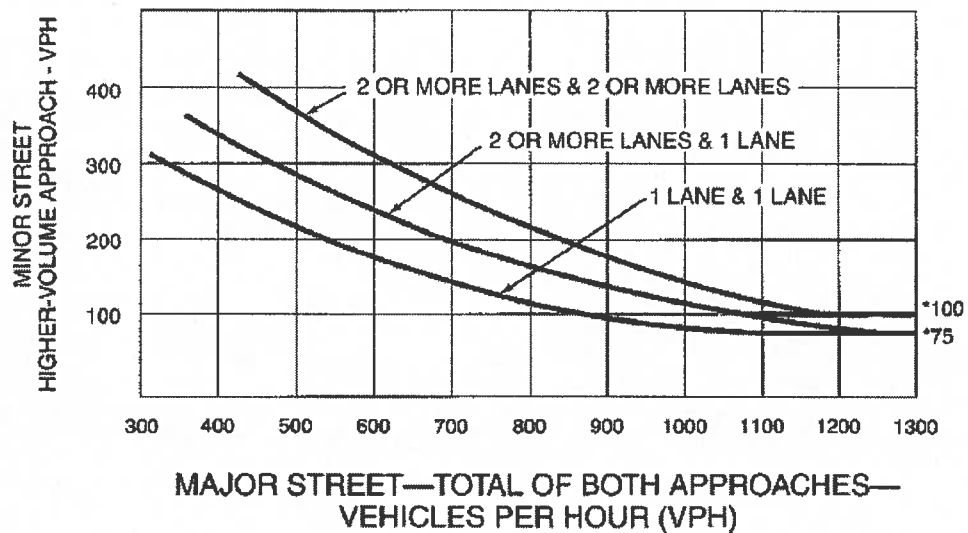
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



Minor Street/ Major Street Volumes

- AM 38/2021
- ◆ PM 36/2052

A167

NVRPA PARKS INFORMATION

A168

BOAT LAUNCHES

- Total Boat Launches during peak season at Fountainhead = $2,400 * 70\% = 1,680$
- Total Boat Launches during peak season at Algonkian = $2,000 * 70\% = 1,400$

Using TIA assumptions to cross-check:

- Total peak season days = $365 * (8/12) = 243$ (from March through October - 8 months)
- Total Weekend days in peak season = $243 * (2/7) = 70$
- Total Weekday days in peak season = $243 - 70 = 174$
- Total Weekend boat launches during peak season (assuming 20/day per TIA) = $70 * 20 = 1,390$
- Total Weekday boat launches during peak season (assuming 2/day per TIA) = $174 * 2 = 348$
- Total Boat Launches using TIA assumptions = $1,390 + 348 = 1,748$
- Using TIA assumptions the total boat launches are higher than actual data numbers ($1,748 > 1,680$ and $1,748 > 1,400$)

PICNIC SHELTERS

- Total picnic shelter rentals at Algonkian = 491
- Rentals per month during peak season = $491/8 = 60$
- Average for the weekend = $(60/8) * 75\% = 5.625$ rentals
- Per Shelter = $5.625/4$ shelters/2 weekend days = 0.7 rental per weekend day
- Total capacity = 100 per shelter
- Average occupancy on weekend day = $0.7 * 100 = 70$
- TIA assumes an occupancy of 100 per day per shelter which is higher
- Total picnic shelter rentals at Fountainhead = 20
- Rentals per month during peak season = $20/8 = 3$
- Average for the weekend = $(3/8) * 75\% = 0.3$ rentals
- Per weekend day = $0.3/2 = 0.15$
- Total capacity = 50 per shelter
- Average occupancy on weekend day = $0.15 * 50 = 8$
- TIA assumes an occupancy of 100 per day per shelter which much higher

GROUP AND FAMILY CAMPING

- Total nightly camping rentals at Bull Run Regional Park/Pohick Bay = 10,500
- Rentals per month during peak season = $10,500/8 = 1,313$
- Average for the weekend = $(1313/8) * 65\% = 107$ rentals
- Per weekend day = $107/2 = 58$ rentals
- TIA assumes 85 rentals which is higher (at an occupancy of 4 per rental)

A169

ALGONKIAN REGIONAL PARK

PROGRAM OVERVIEW

Algonkian Regional Park is located in the Sterling/Potomac Falls area of Loudoun County. This 838-acre park, located along the banks of the Potomac River, protects this environmentally sensitive riverfront shoreline. Active and passive recreation, along with many other amenities, highlight this multi-function park. These include hiking and multi-use trails, boat launch access to the Upper Potomac River, athletic fields, boat and RV storage, a new deluxe miniature golf course and picnic shelters.

OBJECTIVES

	FY 2009 TARGET	FY 2009 THROUGH 3/31/09	FY 2010 TARGET*
Develop a business plan for a boat rental facility.			
• Date boat rental facility business plan developed	6/09	N/A	8/09
• Date boat rental facility established	N/A	N/A	4/10
Coordinate programs with adult and youth volunteer groups.			
• Number of adult and youth volunteer group hours	300	400+	400
Increase miniature golf attendance by 10% through special events, enhanced marketing and increased hours and operational times.			
• Percent increase in miniature golf attendance	10%	(19%)	10%
Maintain boat storage at 95% of capacity.			
• Percent capacity maintained	95%	93%	95%

MEASURABLE RESULTS

	FY 2008 ACTUAL	FY 2009 TARGET	FY 2009 THROUGH 12/31/08	FY 2010 TARGET*
• Number of boat launches	1,914	2,100	848	2,100
• Boat/RV storage usage	108	108	108	108
• Number of miniature golf rounds	4,898	5,387	2,741	5,925
• Number of picnic shelter rentals	491	410	242	450
• Number of birthday party participants	372	350	200	350

**Items in italics are changes from adopted FY 2010 Target.*

BUDGET HIGHLIGHTS

Capital Project Highlights for FY 2009:

- Expansion of boat/RV storage facility with landscape screening
- Parking lot improvements and cable installation

Major variances in budget:

- None

STAFFING SUMMARY

	FY 2008 APPROVED (FTE)	FY 2009 REV. BUD. (FTE)	FY 2010 ADOPTED (FTE)	FY 2010 REVISED (FTE)
Full-Time	6	6	6	6
Part-Time, Year Round	.40	.40	.40	.40
Part-Time, Seasonal	2.52	1.88	1.88	1.78

A170

FOUNTAINHEAD REGIONAL PARK

PROGRAM OVERVIEW

Fountainhead Regional Park, in the Fairfax Station area of Fairfax County, provides a boating and fishing center on the Occoquan Reservoir from mid-March to mid-November. The park includes a bait and tackle shop, snack bar, miniature golf course and picnic shelter as well as an 8-mile mountain bike trail, a 12-mile equestrian and hiking trail, a 2-mile hiking trail and the trailhead for the 17.5-mile Bull Run-Occoquan Trail. The park also offers kayak, canoe and jon boat rentals.

OBJECTIVES

	FY 2009 TARGET	FY 2009 THROUGH 3/31/09	FY 2010 TARGET*
Develop and implement a system for quantifying trail usage on Mountain Bike Trail.			
• Date system implemented	6/09	N/A	N/A
Host "Learn to Fish" programs for youth.			
• Number of "Learn to Fish" programs hosted	4	1	4
Develop and implement a "Learn to Kayak" program in order to promote kayak usage.			
• Number of programs held	2	0	2
Support the angling community with fishing tournaments.			
• Number of angling tournaments	15	10	15
Develop and implement park-run special events programming.			
• Number of park-run special events held	6	3	6

MEASURABLE RESULTS

	FY 2008 ACTUAL	FY 2009 TARGET	FY 2009 THROUGH 12/31/08	FY 2010 TARGET*
• Number of jon boat rentals	2629	2,800	1,578	2,800
• Number of boat ramp launches (daily type)	980	1,100	505	1,100
• Number of boat shore launches	1411	1,350	1,096	1,350
• Number of season ramp launch passes sold	150	150	11	150
• Number of season shore launch passes sold	182	175	29	175
• Number of canoe rentals	616	550	479	600
• Number of motor rentals	1170	1,250	679	1,300
• Number of kayak rentals	1582	1,400	1,136	1,500
• Number of miniature golf rounds	393	400	224	400
• Number of picnic shelter rentals	20	17	11	17
• Average revenue retail per boat rental and daily launch	\$6.05**	\$5.97	\$5.39	\$6.50
• Number of special events (outside groups)	25	20	21	20

*Items in italics are changes from adopted FY 2010 Target.

**New calculation method.

BUDGET HIGHLIGHTS

Capital Project Highlights for FY 2009:

- Renovations to the marina building

Major variances in budget:

- None

STAFFING SUMMARY

	FY 2008 APPROVED (FTE)	FY 2009 REV. BUD. (FTE)	FY 2010 ADOPTED (FTE)	FY 2010 REVISED (FTE)
Full-Time – 2 positions split with Bull Run Marina & Sandy Run Parks	.90	.90	.90	.90
Part-Time, Year Round	0	0	0	0
Part-Time, Seasonal	3.40	3.43	3.43	3.43

A171

This page intentionally left blank.

A172



Molly M. Novotny
(703) 456-8105
mnovotny@cooley.com

February 3, 2010

Nicole Steele
Planner, Land Use Review
Loudoun County Planning Department
1 Harrison Street, S.E. 3rd Floor
Leesburg VA 20177-7000

RE: White's Ford Park – Update following December Planning Commission Work Session

Dear Nicole:

At the Planning Commission work session on December 10, questions were posed regarding anticipated trips to White's Ford Park and whether VDOT endorsed the proposed spot improvements. We were tasked with answering those questions, and in doing so, have agreed to significant changes, use limitations, and infrastructure commitments on which we hope staff and the Planning Commission will look favorably. In addition to detailing the proposed transportation improvements and phased development approach, this letter summarizes our outreach actions since December and answers questions commissioners and staff have asked in the meantime.

I. Transportation Improvements

The Northern Virginia Regional Park Authority ("NVRPA" or the "Applicant") has worked closely with representatives from VDOT on analyzing the condition of Hibler Road. As you know, the Applicant had agreed to seven spot improvements at specific points along Hibler and was waiting for a formal response from VDOT as to the acceptability of those spot improvements. Rather than only improve certain sections of Hibler Road, VDOT recommended Hibler Road be improved from the intersection of Limestone School Road to the entrance to the park using Rural Rustic Road Standards with the width of the road to be 18 feet. Attached is a copy the correspondence from VDOT outlining its recommendations. **Thus, before the introduction of significant traffic generating uses, the Applicant has agreed to widen Hibler from Limestone School Road to the Park's main entrance to this standard, which means an 18-foot wide gravel surface travelway, and improve the vertical sight distance constraints near the Limestone School Road intersection.**

Staff and VDOT have recommended that a right turn lane for northbound Rt. 15 be added at Limestone School Road. Although the Applicant had previously agreed to make that improvement, many neighbors have urged us not to because it will only make it harder for them to exit their neighborhood. Given that guidance, from the people who use this road every day, our prohibition of trailers and RVs from the park, and our dramatically reduced programming now planned at the park, we no longer think a turn lane is needed. That said, if the Commission desires a turn lane, we would agree to make that improvement in Phase II, as described below,

Nicole Steele
February 3, 2010
Page Two

when uses such as camping and picnicking are introduced at the park. NVRPA has committed to installing cautionary signs approaching the one-lane bridge on Limestone School Road and signs directing park patrons to exit via Spinks Ferry Road before opening the park in Phase 1.

II. Phased Approach

Understanding VDOT's concern that the additional park traffic would warrant the need to improve Hibler Road, NVRPA has proposed a phased approach to the Park that will afford Loudoun residents immediate access to open space and access to the Potomac River, while postponing the majority of the planned amenities until Hibler Road has been improved.

As identified on the Commission Permit Plat and the Memorandum of Understanding between the Applicant and the County, Phase I would be limited to general park visitation, hiking, wildlife viewing, shore launching of canoes and kayaks and tenant occupancy of the existing house. This significantly reduced programming would generate just 59 trips on a peak weekend day, and half that on a weekday. In comparison, the original park proposal, complete with camping, boating, picnicking and special events, would generate 335 peak weekend day trips.

NVRPA has committed to install cautionary signs approaching the one-lane bridge on Limestone School Road and signs directing Park traffic to exit via Spinks Ferry Road prior to Phase I uses.

Additional uses, albeit a reduction of amenities from the original proposal, would come online in Phase II, once Hibler Road is widened to 18 feet. Some of the uses envisioned in Phase II are picnic shelters, a 60-site campground, including up to 10 cabins, horse trail riding and special events. Even though NVRPA has agreed to widen the entirety of Hibler Road to the Park's entrance and VDOT said it could consider reintroducing some of the uses it previously banned, NVRPA is honoring its prohibition of motor boats, trailed boats, popup campers and RVs. Furthermore, as a result of ambiguity related to trips associated with a future equestrian building, the Applicant has agreed to prohibit the construction of any such uses. In addition, NVRPA agrees to limit special events to 5 times a year.

Therefore, accounting for the prohibition of some of the uses included in the first traffic study, the trips expected to be generated by both phases has decreased to 254 trips on a peak weekend day. This number does not include the special events, since they are limited to only five times a year. Therefore, there is the opportunity for the park to generate 329 trips on a peak weekend, assuming all uses are utilized to their full capacity at one time. These revised numbers are summarized in tables attached to this report.

It is important to recognize that the park will be largely seasonal and the trips described above will occur during summer weekends. Comparatively, the by-right use of the property, with the VOF easement conditions, allows the development of five homes, which each would generate 10 trips a day for a total of 50 weekday daily trips. Residential traffic, unlike park traffic, is not seasonal and would remain steady 365 days a year, and coincide with other peak traffic in the area. Furthermore, if NVRPA does not purchase the land, the existing and future property



Nicole Steele
February 3, 2010
Page Three

owners will have no obligation to widen the road, which means Hibler Road will remain in its substandard condition indefinitely.

In summary, NVRPA is proposing two phases to park development. The first phase with hiking, non-motorized boat launches, wildlife viewing and occupancy of the existing house is expected to generate just three (3) morning peak hour trips and five (5) afternoon peak hour trips on the weekdays. A peak weekend day in Phase I is expected to generate just 59 trips. NVRPA has agreed to widen Hibler Road to 18 feet in width prior to introducing Phase II uses, which include camping, picnicking, special events and the boat rental facility.

With regard to boating, one of the primary reasons the Property was attractive to NVRPA was its Potomac River frontage and the ability to provide users access to the water. Since 1959, NVRPA has played a unique role in the region, conserving land along the major rivers that provide our drinking water as well as providing a wide range of recreation opportunities there. The 2006 Virginia Outdoor Survey in Virginia's Comprehensive Outdoor Recreation Plan identified access to state recreational waters as one of the two highest needs for outdoor recreation in the next five years. The other highest need was access to trails. NVRPA's acquisition and opening of White's Ford Park would help meet both of those needs, which NVRPA is anxious to do in the short-term. The Applicant strongly believes that given the small number of trips generated by that by-right use – just 24 on a peak weekend day – that it's appropriate to permit boat launches in the first phase. Furthermore, NVRPA will agree to no onsite boat rental/concession facility or the construction of a concrete boat ramp until Phase II.

III. Outreach

Since the work session in December, the Applicant again reached out to the neighbors along Hibler and Limestone School roads and sent a letter January 26, 2010, to 85 property owners along those roads to update them and seek their comments on our discussions with VDOT and the phased approach. NVRPA received a total of six responses and a copy of the letter and responses are attached. In addition, NVRPA met personally with the president of the White's Ford Neighbors Association, as well as spoke with him directly on the phone regarding the revised plans and phased approach. The Applicant has tried diligently to respond to questions posed in response to this outreach effort and has worked hard to provide additional information when requested.

IV. Additional Questions

Several questions were raised at the Planning Commission meeting or afterwards to which we'd like to formally respond.

A.) Park Management and Oversight

Some of the neighbors of the proposed park have raised concerns that public access to the property will lead to increased crime in the area and problems associated with drinking and the



Nicole Steele
February 3, 2010
Page Four

illegal discharge of firearms. NVRPA strongly believes this will not be the case and has a 50-year track record of operating a wide variety of parks that supports this statement.

NVRPA owns more than 10,000 acres of land in Northern Virginia and more than 2,300 acres in Loudoun County. It has extensive knowledge regarding the management of wilderness areas, waterfront parks and campgrounds and rarely experience issues related to illegal activities. This is primarily a result of (1) our experienced park management team, (2) our established park rules and regulations and NVRPA's strong commitment to their enforcement, and (3) our outstanding working relationship with local law enforcement.

We have learned from 50 years of managing parks in Northern Virginia that having an official presence of well-trained staff and the proper enforcement of rules and regulations will eliminate most problems that could occur. Furthermore, we are committing to repairing the Elijah White house to enable an NVRPA employee to live on site and will have an employee on the property at all times once overnight camping is established.

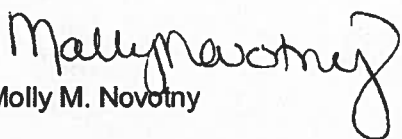
B.) Revenue Generation

There have been some concerns raised that NVRPA may be envisioning White's Ford as a major revenue generator for the Park Authority. This is not the case, and with the zoning conditions currently proposed on the property, White's Ford will never generate enough revenue to even cover its own operating costs. NVRPA does see tremendous value in the park's historic and environmental assets and the opportunity to allow public access to them, but not in the park's revenue generating potential. That said, NVRPA will charge fees for certain uses such as camping, canoe and kayak launch and shelter rentals. The small amount of funds generated at the park will be used to help offset the costs to manage the park and protect its valuable assets.

I hope this letter answers the remaining questions that have been raised and provides staff and the Planning Commission additional background and justification for the Applicant's position. Attached hereto are traffic-generation tables that clearly show the trips associated with each use now proposed compared with the original proposal, updated conditions for the Boat Ramp Special Exception, and the draft Memorandum of Understanding that NVRPA has proposed as a mechanism to further enforce the development concessions to which it has agreed.

As always, please let me know if you have any additional questions or would like more information.

Sincerely,


Molly M. Novotny



Nicole Steele
February 3, 2010
Page Five

- cc: Sophia Fisher, Loudoun County
Todd Hafner, Northern Virginia Regional Park Authority
Colleen Gillis Snow, Cooley Godward Kronish LLP
Lou Canonico, christopher consultants
Tushar Awar, Gorove/Slade
- enc: Spreadsheets reflecting revised trip generation numbers
Correspondence between NVRPA, the neighbors and VDOT regarding transportation improvements
Updated development conditions

430236 v3/RE

To: TODD HAFNER
Subject: RE: White's Ferry Park Response

From: TODD HAFNER [mailto:THAFNER@nvrpa.org]
Sent: Thursday, January 14, 2010 9:43 AM
To: 'Lou Canonico'
Cc: Novotny, Molly
Subject: FW: White's Ferry Park Response
Importance: High

From: Kraucunas, Paul J. [mailto:Paul.Kraucunas@VDOT.Virginia.gov]
Sent: Thursday, January 14, 2010 8:01 AM
To: Laycock, T; steele, nicole; TODD HAFNER; Novotny, Molly
Cc: Bigdeli, Farid, P.E.; VanPoole, Thomas B., P.E.; Salous, Imad A., P.E.; Zeller, James C., P.E.
Subject: White's Ferry Park Response
Importance: High

All,

VDOT has reviewed the application by NVRPA for the development of a park at the end of Hibler Road in Loudoun County. This review also included site visits, additional information provided by NVRPA and a review of the department's policies regarding improvements to gravel roads.

It is our understanding that NVRPA has offered to make spot improvements at several locations along Hibler Road and has also agreed to reduce the proposed uses at the park to reduce the number of vehicle trailers using the site.

After careful consideration, it is our opinion that the spot improvements would not be a prudent mitigation strategy to deal with the substandard width of this roadway which is only 14'-16' wide in most places. This substandard width would not allow the passing of typical trailers and/or commercial vehicles which have a nominal width of 8, therefore we would recommend that the entire roadway be widened to 18'.

The department would not object to the widening of the roadway to 18' using Rural Rustic Road Standards without the need to pave the road. Areas with vertical sight distance problems, such as near the Limestone School Road intersection would still have to be addressed. To reduce the amount of grading to eliminate this problem, a wider (say, 20 ft.) section might be provided until you clear the hill crest and then transition to 18 ft. That should help keep motorists on their side of the road. The one-lane bridge crossing would need to be appropriately signed. Cross culverts may need to be extended. And the need for right turn lanes along Route 15 should be analyzed, and constructed if warranted. Due to the complexity in providing such improvements within the limited right-of-way available, including the likely need for retaining walls in some areas, more detailed comments/suggestions would most likely be provided during the course of review of any future construction plans.

If such roadway improvements were made, the previously precluded uses might be reconsidered on a limited basis, as this would still be a gravel road.

Please contact me if you have any questions,

Paul Kraucunas, Manager

NOVA District Land Development Section

A-178

Revised trip generation numbers based on Applicant-proposed conditions

Project Name: White's Ford Park

Jurisdiction: Loudoun County, VA

Trip generation based on NVRPA Data - PHASE I

Recreational Use	
	Vehicles per Day (VPD)
General Park Visitation	25
Tenant*	10
Boat Launch Ramp**	24
TOTAL TRIPS (PHASE I)	59

* The VPD for tenant were calculated using the ITE manual for 1 single family detached house

**40% reduction in trips (40 to 24), with trailered and motorized boats not allowed. Please see attached Fountainhead Regional Park data from NVRPA.

A-179

Revised trip generation numbers based on Applicant-proposed conditions

Project Name: White's Ford Park

Jurisdiction: Loudoun County, VA

Trip generation based on NVRPA Data - PHASE I and II

	Recreational Use	Weekend	Weekend
		Vehicles per Day (VPD)	Vehicles per Day (VPD) - W/O Special Events
PHASE I	General Park Visitation	25	25
	Tenant*	10	10
	Boat Launch Ramp**	24	24
PHASE II	Picnic Shelters	100	100
	Group Camping	25	25
	Family Camping	60	60
	Special Events	75	0
	Equestrian Usage, Trail	10	10
	TOTAL TRIPS (PHASE I+II)	329	254

* The VPD for tenant were calculated using the ITE manual for 1 single family detached house

**40% reduction in trips (40 to 24), with trailered and motorized boats not allowed. Please see attached Fountainhead Regional Park data from NVRPA

Without Special Events: PLEASE NOTE: We are now conditioning the Park to 5 Special Events a year. Therefore, we have removed the 75 associated trips from the average weekly traffic. Therefore this means that only 5 times a year, would the peak traffic increase by 75 trips to the 329 number shown above.

Revised trip generation numbers based on Applicant-proposed conditions

Project Name: White's Ford Park

Jurisdiction: Loudoun County, VA

COMPARISON OF REVISED TRIP GENERATION WITH TIA

TIA DATA	Volume
Weekend Trips	335
Weekday Trips	165
AM Peak Hour Trips	16
PM Peak Hour Trips	27
Revised Trip Generation (Phase I)	Volume
Weekend Trips	59
Weekday Trips Calculated	29
AM Peak Hour Trips Calculated	3
PM Peak Hour Trips Calculated	5
Revised Trip Generation (Phase I+II)	Volume
Weekend Trips	329
Weekday Trips Calculated	162
AM Peak Hour Trips Calculated	16
PM Peak Hour Trips Calculated	27
Revised Trip Generation (Phase I+II) - Without Special Events	Volume
Weekend Trips	254
Weekday Trips Calculated	125
AM Peak Hour Trips Calculated	12
PM Peak Hour Trips Calculated	20

Volumes above are for any one day.

Revised trip generation numbers based on Applicant-proposed conditions

Project Name: White's Ford Park

Jurisdiction: Loudoun County, VA

Trip Generation Comparison - By Right V/s Phase I

Revised Trip Generation (Phase I)	Volume
Weekend Trips	59
Weekday Trips Calculated	29
AM Peak Hour Trips Calculated	3
PM Peak Hour Trips Calculated	5

Trip Generation (By- Right Use*)	Volume
Weekend Trips	50
Weekday Trips Calculated	48
AM Peak Hour Trips Calculated	4
PM Peak Hour Trips Calculated	5

*Assuming 5 Single Family Detached Houses

Difference (Phase I - By Right)	Volume
Weekend Trips	9
Weekday Trips Calculated	-19
AM Peak Hour Trips Calculated	-1
PM Peak Hour Trips Calculated	0

Volumes above are for any one day.

Fountainhead Regional Park Data

	Actual 2008	Actual 2009	2010 Target	Average
Boat Ramp Launches	980	505	1100	862
Boat Shore Launches	1411	1096	1350	1286
Total	2391	1601	2450	2147
% of Ramp Launches	41%	32%	45%	39%



CELEBRATING 50 YEARS ...

Northern Virginia Regional Park Authority

5400 Ox Road, Fairfax Station, VA 22039 | 703-352-5900 | Fax: 703-273-0905 | www.nvrpa.org

January 26, 2010

Re: White's Ford Park

Dear Neighbor,

The Park Authority has been working hard to address citizen concerns regarding transportation issues related to White's Ford Park. The purpose of this letter is to share the progress we have made since December and to seek your input.

VDOT has reviewed our application in detail and has recommended that the Park Authority widen and improve Hibler Road. This improvement will stretch from Limestone School Road all the way to the park's main entrance. There was some concern by citizens and County staff that paving the road would detract from the rural character of the area, and we are pleased that VDOT has agreed to a gravel surface. The proposed widening would be to a minimum width of 18 feet and would include the extension of culvert pipes where necessary. VDOT believes these improvements will provide adequate access on Hibler Road for the proposed uses at the park, and we are hopeful that you will agree, since many of you cited the existing width of the road as an issue.

The costs of the Hibler Road widening and the potential turn lane at Route 15 and Limestone School Road are extremely high, and therefore, the Park Authority is proposing a phased approach to park development that will allow us time to locate funds for these major road improvements.

Under this phased approach, prior to the park being open to the public, NVRPA will agree to install cautionary signage at the one-lane bridge on Limestone School Road, and directional signage encouraging park visitors to exit via Spinks Ferry Road, as was previously discussed.

NVRPA will agree to widen and improve the entire length of Hibler Road as noted above, and construct a Route 15 right-turn lane (if requested by Loudoun County) prior to allowing any of the following uses at the park:

- Tent/family camping
- Group camping
- Cabin rentals
- Equestrian trail riding
- Picnic shelter rentals
- Special events

City of Alexandria
David M. Pritzker
William C. Dickinson

Arlington County
Michael A. Nardolilli
Paul Ferguson

Fairfax County
Jean R. Packard
Judy Braus

City of Fairfax
Arthur F. Little
Brian D. Knapp

City of Falls Church
Barry D. Buschow
Jeffrey Tarbert

Loudoun County
Joan G. Rokus
Su Webb

A-184

These uses contribute to more than 82% of the projected maximum vehicles per day (VPD) that will be generated by the park, and NVRPA will agree to not allow them until the aforementioned road improvements are completed.

Therefore, prior to the completion of the Hibler Road widening and the possible Route 15 turn lane, NVRPA will agree to limit use of the park to the following:

- General visitation – i.e. trail hiking, wildlife viewing
- Launching of non-motorized boats brought in by car top only – i.e. canoes and kayaks
- Tenant use of the Colonel White house

On the weekend day of the year with the highest park activity, NVRPA's traffic consultant projects that the uses noted above will generate 59 vehicle trips, with 8 trips during the busiest hour of the day. On the week day with the highest park activity, it is projected that these uses will generate 29 vehicle trips, with 3 trips during the busiest AM hour and 5 trips during the busiest PM hour. Boating and hiking are seasonal activities that are weather dependent. Therefore, on many days of the year, actual park traffic will be much lower than these maximum use projections.

Included with these limitations on park activities is a prohibition on many by-right uses, including equestrian trailers, which means there will be no trailers associated with the park until Hibler Road is widened.

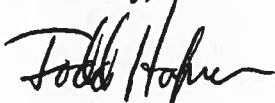
NVRPA's previous commitments to prohibit motorized boats, trailered boats, recreational vehicles and pop-up camping trailers remain. Even though NVRPA now will agree to widen the entire length of Hibler Road from Limestone School Road to the park entrance, we have decided to not reintroduce these uses based upon the citizen input we have received.

Also, NVRPA has prohibited any equestrian buildings from being constructed. We previously had planned to keep our future options open regarding this type of use. However, we deleted this possibility after recognizing that this by-right use was causing some concern regarding the unknown amount of traffic it would generate.

We would appreciate your feedback on this revised proposal to resolve the transportation concerns related to the park. We also are interested to know if you have any specific comments about the need for the proposed turn lane at Route 15 and Limestone School Road. NVRPA is willing to construct the turn lane. However, some citizens have indicated the turn lane would make it more difficult to access Route 15 from Limestone School Road.

Comments can be sent to me via email (thafner@nvrpa.org) or facsimile (703-273-0905). We truly appreciate your time to review and comment on our proposed plans.

Sincerely,



Todd Hafner
Director of Planning and Development

RECEIVED JANUARY 27, 2010

Mr. Hafner:

I received and read the letter today concerning the widening of Hibler Road for access to White's Ford Park. I noticed that directional signage will be installed to encourage exit via Spink's Ferry Road. While this may seem a logical approach considering the one-lane bridge on Limestone School Road, trying to make a left-hand turn onto Route 15 from Spink's Ferry is very difficult and has only gotten worse over the past few years. The same problem occurs on Limestone School Road when trying to turn left onto Route 15. I also noticed that a turn lane is being discussed at Limestone School Road but nothing was mentioned for Spink's Ferry Road. I don't believe turn lanes will help with outgoing traffic. As a resident, my best chance of turning left onto Route 15 from Spink's Ferry is when a vehicle slows down to turn onto Spink's Ferry.

I would imagine many local people will end up accessing the park from the Spink's Ferry Road direction since it's the least distance on the graveled Limestone School Road. The backup of outgoing traffic on Spink's Ferry could be quite long during heavy traffic times. I believe this will result in numerous accidents as people become impatient waiting to turn onto Route 15. I've seen numerous accidents at this intersection and they are probably a result of people tired of waiting and thinking oncoming traffic will slow down for them. I'm not so sure that enough consideration has been given to outgoing traffic. In my opinion, getting to the park will be easy but trying to leave and get back onto Route 15 will be the biggest challenge.

Thank you for your time and consideration in this matter.

Stacey L. Bates
703.771.6989
stacey.bates@ngc.com

RECEIVED JANUARY 28, 2010

Mr. Hafner,

Due to an extended illness in the family, I have not participated in any of the recent citizen meetings concerning the Park.

However, I would like the county to know that not everyone favors the gravel road. I am personally and adamantly opposed to the continued gravel surface on Limestone School and Hibler Roads. Has it ever been brought to a vote or is it not necessary. I certainly take note that the roads were gravel when I purchased the property, but I also do not believe that a paved road would detract from the rural character of the area.

Thank you,

Verne T. Dickerson
15263 Harrison Hill Lane
Leesburg, VA

A-186

RECEIVED JANUARY 28, 2010

Mr. Hafner,

I do have a couple of questions. In your letter dated January 26th, you initially state that improvements to Hibler Rd will be made "to the park main entrance" and then later on you state that the entire length of Hibler Road will be improved. Which statement is correct?

Also, I would like to contact a "friends of group" for one of the NVRPA parks that is similar to what is proposed for White's Ford (including camping, boating and special events). Would you kindly send me a link to their website or the name of someone to contact.

I am especially troubled by the camping and special events with the number of vehicles that will bring. How long will it take me to drive out Hibler Road on Sunday mornings to get to church?

Speaking of this, does the traffic count take into consideration the fact that many of the campers will be leaving their campsites – going to church, shopping at the outlet mall, visiting other historic sites, or just sightseeing in general during their stay at the park? Few of them will not venture out towards Leesburg. I initially thought a park next door would be great, but there are so many aspects of this type of park that will negatively affect my life. I am very concerned and have never thought of selling my property, until now.

Thank you.

Jolene Wood

RECEIVED JANUARY 29, 2010

Dear Mr. Hafner,

I would like to answer your invitation to comment on the proposed northbound right-hand turn lane for Route 15 at Limestone School Road.

In your letter you state that NVPA is willing to construct the turn lane, but that "citizens have indicated that the turn lane would make it more difficult to access Route 15 from Limestone School Road."

My perspective is from that of a citizen who has worked on Route 15 issues since 2001, as coordinator of the local citizens' group The Catocin Coalition. (We have engaged engineers and road designers, and analyzed accident statistics as part of our work.) Our goal has been to urge safety improvements on the road that will maximize and balance safety, access, and flow for all who use the road, and that improvements reflect the road's historic status within a National Heritage area and as a National Scenic Byway.

Citizens want now, and have wanted for nearly a decade, a way to facilitate safe and expeditious access onto Route 15 from this road and others. The reason that they "do not want" this turn lane is that it will worsen, rather than improve access onto Route 15, and further decrease safety. It is a nonstarter.

The volume of park traffic stacking up at the Limestone School Road/Route 15 intersection, currently from Temple Hall Farm, and potentially from White's Ford Park, is a very significant contributor to the difficulty of citizens' access onto the sole arterial road in this area.

A-187

Increased volume on this road will indeed result in increased accidents and injuries at this intersection, and increased road volume will be directly attributable to park traffic. It seems to me that the NVPA bears a significant responsibility to resolve this access problem with a permanent, context-sensitive, and forward-looking solution.

A traditional cross intersection is the least safe alternative for accommodating increased traffic. A signalized intersection will reduce flow on this busy commuter route.

Local residents and all who use the road require a design that will maximize access, flow, and safety on Route 15. A modern roundabout accomplishes all these things.

We look forward to NVPA being part of this positive solution.

Best,

Martha Polkey

Martha Polkey
The Catocin Coalition
14605 Chapel Lane
Leesburg, VA 20176

RECEIVED JANUARY 29, 2010

Mr. Hafner:

I am writing to second Martha Polkey's comments on the situation at Limestone School Road. Those of us who live close to Route 15 are especially sensitive to anything done to the intersection. We know how dangerous it is for those of us who live here and those who go to Temple Hall to turn left at the intersection. We also know that a right turn lane will not do anything to help that situation and will make it worse.

Maryland's experience, and Virginia's and Loudoun's at Gilbert's corner have proven that roundabouts are much, much safer than plain intersections or stop-lighted intersections. You just don't have the head-on or T crashes that you otherwise have. Maryland's experience is of no deaths yet on any of the 35 or so intersections they have replaced with roundabouts where previously they had had many injuries and deaths. We don't want ourselves or our visiting kids, grandkids and friends injured at that intersection. If you are going to "improve" it, why not do it the best you can rather than putting more people at risk.

Thank you for addressing the issues we have.

Gladys S. Lewis

A-188

RECEIVED JANUARY 29, 2010

Mr. Hafner,

I've read your letter and feel this proposal addresses several of my concerns. However, as a resident of Limestone School Road, I'm dismayed to see that no solutions what-so-ever are proposed for the increased traffic the Whites Ford Park would attract onto Limestone School Rd. and that all the improvements would be targeted to Hibler Road. In fact, the only modification mentioned to either Limestone School Road or Spinks Ferry roads are turn lanes exiting RT15 that would not benefit residents, but would instead expose us to more dangerous conditions entering the only major access road available. The only other mention of any consideration for residents of Limestone School Road is adding unsightly and unneeded signage.

I know Martha Polkey has forwarded you a request to support creating roundabouts on RT15 at Limestone School Road and Spinks Ferry Road. Roundabouts are used with great success on RT15 in both MD and VA and would provide safe access to the arterial roadway for residents and improve the overall safety of RT15 by serving to keep speeds in check. I would very much like to see the park authority lending its resources and support to solving the road access problems, before I lend my support to a park in the area.

Thanks,

Bill Boggs
15569 Limestone School Road

Molly M. Novotny
(703) 456-8105
mnovotny@cooley.com

December 2, 2009

Nicole Steele
Planner, Land Use Review
Loudoun County Planning Department
1 Harrison Street, S.E. 3rd Floor
Leesburg VA 20177-7000



RE: White's Ford Park – Post Planning Commission Public Hearing

Dear Nicole:

Since the Planning Commission Public Hearing on November 19, we have continued to review our plans for White's Ford Park and again reached out to the neighbors for input on Hibler Road improvements.

We have updated our traffic analysis to reflect "Average Daily Trips" rather than just rely on "Peak Daily Trips" and given that information, are continuing to work with VDOT to determine whether spot improvements could be appropriate.

We also have updated our Commission Permit Plat to incorporate the additional limitations the Northern Virginia Regional Park Authority has placed on its proposed White's Ford Park, including committing to spot improvements with the opening of the Park.

For your and the Commission's ease, I'd like to highlight the changes we've made:

I.) On the Commission Permit Plat, we have added the following six (6) additional conditions and revised one at the request of the Loudoun Wildlife Conservancy:

- The Applicant shall allow at least 100 acres of current farmland to return to natural grasslands, meadows or forest to provide a more primitive camping environment and improve wildlife habitat.
- The Virginia Outdoors Foundation easement establishes a 100-foot riparian buffer along the Potomac River. The Applicant shall similarly restrict the use of an additional 100 feet of buffer area to create a 200-foot riparian buffer, provided that trails, the launch ramp, access road and temporary facilities are all permitted within the buffer area.
- Special events at White's Ford Park shall be prohibited during the Temple Hall Maize season and limited to 5 times a year.
- The Applicant shall not construct nor maintain formal trails immediately adjacent to the Potomac River in the area below the mean high water line.

A-190

Nicole Steele
December 2, 2009
Page Two

- The Applicant shall not remove any black locust trees unless they are: (1) diseased or dying and a threat to the safety of users of the park or any existing structure, (2) located in the area of development (such as in the area of the boat ramp).
- The Applicant, subject to VDOT approval, shall provide at least four, but up to as many as seven, improved sections of Hibler Road where the road is widened to at least 20 feet to allow additional room for vehicles to pass each other.
- The lighting condition now reads: "Lighting on the subject property shall be designed and constructed to preclude light trespass onto adjoining properties, glare to passerby, skyglow, and deterioration of the nighttime environment. All lighting installed shall be affixed to or adjacent to the related building and shall have fixtures that are fully shielded."

II) On the Commission Permit plat, we have revised the Note that identifies the permitted uses on the Property. We were asked to remove the phrase "but are not limited to," which we have done. In removing that note, we re-reviewed the permitted uses allowed by the Zoning Ordinance and added two uses—agriculture and wetlands bank mitigation—to the list. We did this so as not to preclude the agriculture that is currently occurring, especially in the short term, and because we thought the Property may at some point be an appropriate location for a wetlands bank, a use that would benefit the environment and not generate trips. We also added a sentence that additional uses could be requested by Special Exception, so as not to preclude future applications, all of which would require review by the Planning Commission.

III) In terms of the Boat Ramp Special Exception, we would like to propose an additional condition that we install a secured trash receptacle proximate to the boat ramp and revised the lighting condition to match the language now included on the Commission Permit. Both of these requests resulted from our discussions with the Loudoun Wildlife Conservancy.

IV) We have updated our traffic analysis to show the average daily traffic. Rather than rely on the Peak traffic, which is shown on Sheet 1 of the attachment and is assumed to be 335 trips, we have created a second sheet to reflect that weekend traffic is higher than weekday traffic. In addition to accounting for the different trip generation on different days of the week, Sheet 2 now incorporates two new conditions we have placed on the Park, which collectively establish 153 as the average daily trips. The new conditions are:

A.) We are now limiting Special Events to 5 times a year. Therefore, rather than include the 75 associated trips in the daily traffic count, all the trips are removed and a note has been added that there will be up to 5 days a year where traffic could increase by 75 trips (You'll note that those trips are still included in the Peak Traffic on Sheet 1, but since they are not typical, they are not included in average traffic reflected on Sheet 2 of the spreadsheet.)

B.) We are limiting Group Camping to 25 events a year, which equates to one each weekend during the park's peak 6 months. Therefore the 40 associated trips with Group

A-191

Nicole Steele
December 2, 2009
Page Three

Camping is now only assumed to occur once a week; the average trips on Sheet 2 reflect this limitation.

One thing to note is we did not have a way to show that peak usage of the Park will dramatically decline during the winter months. Therefore, it's important to understand that the averages presented in this spreadsheet are summer time averages; trip generation will be lower in the winter when camping, boating, picnicking and general park usage are severely scaled back.

We found this exercise very helpful and are hopeful that these revised numbers -- which reflect average anticipated traffic -- will provide VDOT, OTS the Commission and neighbors a clearer picture of the number of anticipated park visitors.

V) We have updated our graphic of Hibler Road to identify 7 sections that could be an appropriate way to improve the condition of Hibler Road while still leaving the road in a rural condition consistent with its surroundings. As you know, we sent an aerial image of Hibler Road to the residents along Limestone and Hibler Road that identified 6 sections we identified for spot improvements and asked them for their input on those spots. Spot #7 on the enclosed image was identified by a neighbor as having poor site distance, so we have included it in our list of improvements. The word document explains that we would widen each of those areas to 20 feet in width as well as sign and improve the topography at the spots with poor site distance.

We trust you will find this information helpful and as always, are available to answer any questions you may have.

Sincerely,



Molly M. Novotny

cc: Todd Hafner, Northern Virginia Regional Park Authority
Colleen Gillis Snow, Cooley Godward Kronish LLP
Lou Canonico, christopher consultants
Tushar Awar, Gorove/Slade

enc: 12 copies of the Commission Permit Plat (sent by christopher under separate cover)
12 copies of the Spreadsheet reflecting trip generation numbers
12 copies of the Aerial photo of Hibler Road showing proposed spot improvements
12 copies of the Word document listing specific proposed improvements to Hibler Road

424143 v1/RE

A-192

Information included in NVRPA's TIA dated Nov. 11, 2008, and submitted to Loudoun County
 Project Name: White's Ford Park
 Jurisdiction: Loudoun County, VA

Trip generation based on NVRPA data

Recreational Use	Weekend	
	Anticipated Peak Daily Attendance	Vehicles per Day (VPD)
BY-RIGHT USES		
Picnic Shelters	200	100
Special Events	300	75
General Park Visitation	50	25
Tenant*	4	10
TOTAL BY-RIGHT TRIPS	554	210
SPECIAL EXCEPTION (SPEX) USES		
Boat Launch Ramp	20	40
Group Camping	100	25
Family Camping	240	60
TOTAL SPEX TRIPS	360	125
TOTAL TRIPS (BY-RIGHT + SPEX)	914	335
% OF SPEX TRIPS	39%	37%

Revised trip generation numbers based on Applicant-proposed conditions
 Project Name: White's Ford Park
 Jurisdiction: Loudoun County, VA

Trip generation based on NVRPA data

Recreational Use	Weekend
	Vehicles per Day (VPD)
BY-RIGHT USES	
Picnic Shelters	100
General Park Visitation	25
Tenant*	10
TOTAL BY-RIGHT TRIPS	135
SPECIAL EXCEPTION (SPEX) USES	
Boat Launch Ramp	40
Group Camping**	25
Family Camping	60
TOTAL SPEX TRIPS	125
TOTAL TRIPS (BY-RIGHT + SPEX)	260

Corresponding Weekday VPD 128

From Report	
Weekend	Weekday
335	165
	49%

* The VPD for tenant were calculated using the ITE manual for 1 single family detached house

2 Weekend Days Total Trips = 495

5 Weekday Days Total Trips = 579

Total Week Trips = 1074

Average Weekly Daily Traffic = 153

** Group camping is now limited to 25 times a year, which equals one event a week during the 6 peak months. This means you don't double the Weekend Day Total Trips, but rather add 260 trips from one weekend day to 235 from the second weekend day for a total of 495 weekend day trips. Likewise, you don't count the Group Camping in the weekday total trips.

PLEASE NOTE: We are now conditioning the Park to 5 Special Events a year. Therefore, we have removed the 75 associated trips from the average weekly traffic. This means that 5 times a year, the average weekly traffic will increase by 75 trips. It is also important to note that the usage of the Park is expected to severely drop off during the winter months, which is not reflected in this spreadsheet.

Molly M. Novotny
(703) 456-8105
mnovotny@cooley.com

November 3, 2009

Nicole Steele
Planner, Land Use Review
Loudoun County Planning Department
1 Harrison Street, S.E. 3rd Floor
Leesburg VA 20177-7000



RE: White's Ford Park - Response to Questions from Planning Commissioners

Dear Nicole:

This letter is in response to the questions we received both during and after the Planning Commission work session on October 8. Each question is paraphrased in italics below; followed immediately by our response. The responses below are in no particular order.

1. *Could the Applicant revise its traffic study to designate Spinks Ferry as the primary park entrance, rather than Limestone School Road? (Commissioner Austin)*

Before beginning the traffic study for White's Ford Park, the Applicant's traffic engineers met with the County's Office of Transportation and agreed that Limestone School Road would be the primary park entrance and therefore would be the intersection studied in the report. Limestone School Road was chosen as the primary entrance for a number of reasons: 75 percent of park traffic is assumed to be coming from Leesburg and points south, while only 25 percent is assumed to be coming from the north, and the shortest distance from Route 15 to the park is via Limestone School Road. Therefore, Limestone School Road was chosen since it's the most direct and intuitive route.

While Limestone School Road is expected to be the primary route, it is possible that some traffic could use the intersection of Spinks Ferry Road and Route 15. Both the Limestone School Road and Spinks Ferry Road intersections with Route 15 operate today with unacceptable levels of service. However, due to the low volumes along the side streets, traffic signals are not warranted. These conditions exist today, and while they will be impacted by White's Ford Park site trips, the impact during commuter peaks is expected to be very minimal, just one percent of total traffic at the intersection, and will not significantly change intersection delay or the need for signals.

As part of recent safety improvements for Route 15, VDOT added a southbound left turn lane at Limestone School Road. No similar turn lane was added at Spinks Ferry. Therefore, the southbound left turn lane at Limestone increases the likelihood that the southbound traffic will use that road rather than Spinks Ferry, as the turn lane allows vehicles to get out of the mainline flow while waiting for a gap in northbound traffic to turn left.

A-195

Nicole Steele
November 3, 2009
Page Two

To revise the traffic study to include the intersection of Spinks Ferry Road and Route 15 will only highlight that the intersection is unacceptable and suggest that a southbound left turn lane would improve it.

The traffic distribution pattern and the factors influencing this pattern were reconfirmed at a meeting held with VDOT and County officials on October 29, 2009. The unanimous consensus among staff at the meeting was to keep the discussion focused on possible roadway improvements at the intersection of Limestone School Road and Route 15.

2. Is the Virginia Outdoors Foundation aware that motorized boats would be permitted?

Yes. The Virginia Outdoors Foundation ("VOF") has seen the plans for the park and the conditions of approval, which limit motorboats to those with 10 hp engines or less. The VOF acknowledged its approval of the plans in a letter dated October 2, 2009. To further clarify its position on motorboats, the VOF sent an e-mail dated October 29, 2009, acknowledging that these boats are permitted. Both letters have been forwarded to staff under separate cover and are attached to this letter.

3. What size campers are allowed at other parks? (Commissioner Syska)

NVRPA operates two other family campgrounds in the region, Pohick Bay and Bull Run, and allows all sizes of Recreational Vehicles and campers at both facilities. RVs range in length from 20 feet to 45 feet and campers can measure as long as 22 feet.

4. Can you limit camping trailers to something less than 22 feet? (Commissioner Austin)

When NVRPA put the property under contract to purchase, its plan was to allow all types of camping at the property. Pop up and RV trailer-camping has grown in popularity and sites to accommodate those vehicles are in the most demand and NVRPA was excited to be able to meet that growing need with its proposed campground at White's Ford Park. However, as planning got underway, we received feedback from staff that the RVs were problematic and we have since agreed to a condition to prohibit RVs and campers greater than 22 feet in length, despite the demand and those sites being NVRPA's greatest revenue generator.

Popup campers, which would still be permitted at the park, come in various sizes with the maximum size being 22 feet. To avoid confusion and simplify management of the camper-restriction, NVRPA chose 22 feet as the maximum permitted size at White's Ford. Many of the popups that will come to the park will be less than 22 feet, but rather than try to regulate each camper that enters the park, NVRPA chose the maximum length as the standard.

5. Are there other campgrounds, that allow trailers, accessed off of similar rural roads? (Commissioner Austin)

NVRPA operates parks throughout Northern Virginia, but none is quite like the one proposed at White's Ford. The majority of NVRPA's parks are more urban, providing such active uses as swimming pools, golf courses and athletic fields, while others are

A-196

Nicole Steele
November 3, 2009
Page Three

undeveloped open space. The proposed White's Ford Park will be among NVRPA's more rural offerings, providing Loudoun residents a number of passive amenities as well as public access to the Potomac River, in addition to the campgrounds. Besides Temple Hall Farm, this will be NVRPA's only park accessed off a rural road.

6. *Was a turn lane part of VDOT's recent Rt. 15 improvements? (Chairman Maio)*

No. Although a northbound right turn lane at Rt. 15 and Limestone School Road may have been discussed as part of the recent VDOT improvements to Rt. 15, according to VDOT engineer Jim Zeller, it was never included in the scope of the project.

7. *Can you limit any electrical hookups for campsites to those sites outside the 600-foot VOF Potomac River setback? (Commissioner Austin)*

Yes. We will agree to not provide any electrical hookups within the 600-foot VOF setback. Furthermore, we will prohibit any of these hookups within the floodplain; therefore any electrical hookup associated with a campground will be located north of Hibler Road.

8. *We were asked to respond to a concern that the parking lots and trails would be lit, which could create more light than a home would if it were developed on the Property. (Commissioner Austin)*

NVRPA has no plans to light the parking lots or trails. Any lights associated with the boat ramp or campground would be attached to or adjacent to a building, such as the bathhouse or park office. All of the installed lighting will be designed as full cut off fixtures to preclude light trespass onto adjoining properties and skyglow and therefore there shouldn't be any light emitted from the park.

9. *We were asked to respond to a resident's concern about alcohol consumption at the park. (Commissioner Austin)*

NVRPA will prohibit alcohol from the campsites at White's Ford Park, as it prohibits it from all of its campsites. NVRPA cannot control alcohol consumption on the river, since it does not own the river; however, it has not experienced alcohol-related problems at its other parks with boat launches. Routine surveillance curtails this from occurring.

10. *We were asked to respond to a resident's concern that the park would generate trash offsite. (Commissioner Austin)*

NVRPA will provide trash receptacles at key locations throughout the Park that will be emptied on a regular basis.

11. *We were asked to respond to a resident's concern that the motorized boats on the river and campsites would generate noise inconsistent with the surrounding residential homes. (Commissioner Austin)*

A-197

Nicole Steele
November 3, 2009
Page Four

NVRPA has limited the size of the boats using the boat ramp to those with 10 hp or smaller engines, and has prohibited jet skis from using the ramp, which means any noise associated with the boat ramp will be limited. Boats with much larger engines currently use the river today. In terms of the campground, NVRPA is abiding by the County's 200-foot campground setback and will not build anything associated with the campground within 200 feet from the property line. Furthermore, NVRPA has committed to establish quiet hours at the campground from 10 p.m. until 7 a.m. All other Park uses are only operational during daylight hours.

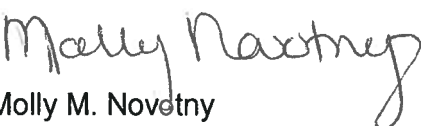
12. Questions have been raised about how Park operations may impact the wildlife and birds in the area.

Approximately 220 acres of the proposed park are currently being used for agricultural purposes and are devoid of any significant vegetation. The area north of Hibler Road is being grazed by cattle, and the floodplain south of Hibler Road is in crop production. As portions of the park become open to the public, NVRPA will halt the farming operations, which will have substantial positive impacts to the environment through the elimination of animal waste and the runoff from crop fertilizers and pesticides.

Furthermore, much of these 220 acres will be actively managed by NVRPA to create optimum wildlife habitat. Some of the cleared land, particularly in and around the campsites north of Hibler Road, will be reforested. Some areas, likely those in the floodplain, will be planted and maintained as meadows and other areas of farmland will be allowed to reforest naturally.

A number of citizens associated with the Loudoun Wildlife Conservancy ("LWC") have sent emails concerning the park. At the time, most were unaware of many of the details of NVRPA's plans for the property. NVRPA has spoken with the president of LWC and intends to work closely with the organization in planning how best to convert the 220 acres of denuded agricultural land into important wildlife habitat.

Sincerely,


Molly M. Novotny

A-198



Nicole Steele
November 3, 2009
Page Five

cc: Todd Hafner, Northern Virginia Regional Park Authority
Kate Rudacille, Northern Virginia Regional Park Authority
Colleen Gillis Snow, Cooley Godward Kronish LLP
Lou Canonico, christopher consultants
Tushar Awar, Gorove/Slade

enc. Letter from Erika Richardson at the Virginia Outdoors Foundation to Paul Gilbert, dated
October 2, 2009
E-mail from Erika Richardson at the Virginia Outdoors Foundation to Todd Hafner, dated
October 29, 2009

421091 v2/RE

A-199

This page intentionally left blank.



October 2, 2009

Mr. Paul A. Gilbert
Executive Director
Northern Virginia Regional Park Authority
5400 Ox Road
Fairfax Station, Virginia 22039

**RE: Proposed Park and Outdoor Recreational Facilities at QDP, LLC
VOF File No.: LDN-VOF-2501 (Instrument # 20071206-0084868)**

Dear Mr. Gilbert:

Thank you for the information you provided to VOF including NVRPA's Special Exception and Commission Permit plats, Statement of Justification and proposed Conditions of Approval. We have reviewed these documents and continue to support the use of a portion of the QDP, LLC property as a public park.

We need to clarify one point in our May 6, 2008 letter. In that letter we indicated that "No building or substantial structures are allowed...within the 600 ft. buffer on the Potomac River. These buffers are to be forested or naturally vegetative...". In actuality, the easement requires a 100 ft. buffer along the Potomac River that must be forested or naturally vegetative and cannot have buildings or substantial structures. The easement also requires a 600 ft. no build zone along the Potomac River. In this area, no dwelling or other building may be constructed. For the purposes of VOF easements, a building is defined as "a rigid structure that is partially or totally enclosed and provides protection from the elements" and a structure is "something, other than a building, constructed or erected on, under, or over the Property such as a fence, tower, windmill, pool, septic tank, or tennis court". Structures are allowed to be constructed in the 600 ft. no build zone but not within the 100 ft. riparian buffer along the Potomac River. In particular, a pervious parking lot would be allowed to be constructed in the 600 ft. no build zone as long as it is located outside of the 100 ft. buffer.

As for your question regarding individual cabin sizes, VOF will allow individual cabins larger than 500 square feet each, provided the total square footage of the park buildings (i.e. cabins, restroom buildings, visitors center/office, concession building) and allowed

dwelling on the property does not exceed the amount allowed under the dwelling clause of the VOF easement.

The Park Authority may use this letter and the attached May 6, 2008 letter (with above corrections) as part of its permit applications to Loudoun County.

We continue to be excited about having a VOF easement property used for public park purposes and providing much needed recreational access to the Potomac River. NVRPA ownership of this property will enhance the conservation purposes of the easement and will benefit fast-growing Loudoun County and the entire Commonwealth of Virginia for many years to come.

Sincerely,

A handwritten signature in cursive script, appearing to read "Erika Richardson".

Erika Richardson
Stewardship Specialist

Novotny, Molly

From: TODD HAFNER [THAFNER@nvrpa.org]
Sent: Monday, November 02, 2009 1:44 PM
To: Novotny, Molly
Subject: FW: Boats

From: Richardson, Erika (VOF) [mailto:erichardson@vofonline.org]
Sent: Thursday, October 29, 2009 10:53 AM
To: TODD HAFNER
Subject: Boats

Todd:
You asked me to address the issue of allowing boats with motors of 10 HP or less to launch into the Potomac River from the QDP, LLC property which is under VOF easement. The easement does not speak to the number or type of boats allowed on the Potomac River, however, I don't believe that the boat launch or the small engine boats will have a negative impact on the conservation values protected by the easement. Therefore, the proposed boat launch and the activities associated with its use are allowed by the easement.

Regards,
Erika Richardson
Stewardship Specialist
Virginia Outdoors Foundation
324 Waterloo St.
Warrenton, VA 20186
Ofc: (540) 347-7727 ext 231
Cell: (540) 454-1083
www.vofonline.org

This page intentionally left blank.

MEMORANDUM OF UNDERSTANDING

THIS Memorandum of Understanding is made, effective the 19th day of February, 2010, by and between the Northern Virginia Regional Park Authority (the "Applicant" and "NVRPA") and the Board of Supervisors of the County of Loudoun, Virginia (the "County") regarding the development of the property identified as Loudoun County Tax Map 31, Parcel 5 (PIN# 077-36-5320) (the "Property") as a public park as illustrated and defined on the Commission Permit plat titled "White's Ford Park Commission Permit CMPT 2008-0020" dated September 17, 2009, revised through February 19, 2010 (the "Plat").

WHEREAS, NVRPA desires to establish and operate a public park upon the Property in accordance with the Loudoun County Revised 1993 Zoning Ordinance (the "Zoning Ordinance"); and

WHEREAS, the park use cannot be constructed, established or authorized, unless and until the general location or approximate location, character, and extent thereof has been submitted to and approved by the Loudoun County Planning Commission as being substantially in accord with the County's adopted comprehensive plan; and

WHEREAS, NVRPA has submitted an application for a Commission Permit, CMPT 2008-0020, seeking such Commission approval, and by this Memorandum of Understanding seeks to provide further assurances to the Planning Commission and the County with regard to NVRPA's use and operation of the park in the event the said Commission Permit is approved; and

WHEREAS, this Memorandum of Understanding is drafted in concert with SPEX 2008-0061 and SPEX 2008-0062; however should those documents conflict, this Memorandum of Understanding shall take precedence; and

WHEREAS, the public park use shall be developed in two phases, Phase I and Phase II, as indicated on the Plat, with Phase I to include such uses as hiking and wildlife viewing, shore launching of canoes and kayaks from a sand or gravel launch area, and tenant occupancy of the existing house and Phase II to include such uses as boat rental facilities in the floodplain (which could include the construction of a poured concrete boat ramp), picnic shelters, a 60-site campground with up to 10 cabins, a group camping area, horse trail riding, and special events (voluntarily limited to a maximum of 5 events per year).

NOW, THEREFORE, NVRPA agrees that in the event a use as described in the AR-1 Agricultural Rural-1 District Use Table of the Zoning Ordinance as "community, neighborhood, or regional park, passive recreational uses" is established on the Property, such use shall be in accordance with Commission Permit CMPT 2008-0020 and the Plat, and NVRPA shall perform or cause the following to occur:

1. Prior to impacting any area to depths greater than those specified in the Phase I archeological study as containing a high level of artifacts, having archeological probability or being recommended for avoidance, initiate a Phase II study for the area being impacted.

2. Protect the Colonel White House, cow barn and drive-through corn crib by erecting a cattle fence around each structure and further protect the Colonel White House by securing all windows and openings.
3. Limit general park operations (i.e. uses other than camping) to daylight hours.
4. Comply with the no-build restrictions as recorded against the property in the Virginia Outdoors Foundation easements, as may be amended by the Virginia Outdoors Foundation from time to time.
5. Provide the County the preliminary soils report for the floodplain portion of the property at time of site plan for any uses in the floodplain.
6. Ensure that lighting on the subject Property be designed and constructed to preclude light trespass onto adjoining properties, glare to passersby, skyglow, and deterioration of the nighttime environment. All lighting installed shall be affixed to or adjacent to the related building and shall have fixtures that are full cutoff and fully shielded.
7. Obtain all applicable state and federal permits prior to disturbing any area identified as a jurisdictional water or wetland.
8. During development, ensure that the critical root zone of the existing oak tree identified on Sheet 5 of the White's Ford Park special exception plat for SPEX 2008-0061/ SPEX 2008-0062 is protected and not encroached upon by any grade changes, storage of equipment, materials, debris, nor subjected to fill or construction traffic, parking of vehicles, or disposal of liquids.
9. Systematically remove and/or treat invasive trees as needed. Where possible, the removal of invasive trees shall be replaced with native deciduous plantings.
10. Allow at least 100 acres of current farmland to return to natural grasslands, meadows or forest to provide a more primitive camping environment and improve wildlife habitat.
11. Establish and maintain an additional 100 feet of buffer area along the Potomac River in addition to the 100-foot riparian buffer established and required by the Virginia Outdoors Foundation easement thus creating a 200-foot riparian buffer, provided that pervious surface natural trails, the launch ramp, access road and temporary facilities are all permitted within the buffer area.
12. Special events at White's Ford Park shall be prohibited during the Temple Hall Maize season, and such events shall occur no more often than 5 times a year and in conformance with, and pursuant to a permit issued under, the applicable provisions of the Zoning Ordinance regulating permits for Special Events. Furthermore, Special events may occur only after Hibler Road has been improved as described below.
13. Neither construct nor maintain formal trails immediately adjacent to the Potomac River in the area below the mean high water line.

14. Black locust trees shall not be removed unless they are: (1) diseased or dying as determined in consultation with the County Urban Forester and a threat to the safety of users of the park or any existing structure, or (2) located in the area of development (such as in the area of the boat ramp).
15. Subject to VDOT approval and prior to the development of any use included in Phase II, the Applicant shall improve Hibler Road from Limestone School Road to the main park entrance using VDOT's Rural Rustic Road Standards with the width of the road to be 18 feet, the surface gravel, and with all work to be completed within existing VDOT right of way and prescriptive easement offsite of the Property, and shall improve the vertical sight distance on Hibler Road near the Limestone School Road intersection based on a 25 mph operating speed by either lowering the grade and/or increasing the road width in this area. Once the Hibler Road improvements described herein are bonded, the Applicant may begin construction on the Phase II uses, but shall not open said uses to the public until the Hibler Road improvements are constructed and open to traffic. Where the applicant owns property on both sides of Hibler Road it shall grant 50 feet of right-of-way centered on the existing centerline of the travelway along Hibler from the western property boundary to the main park entrance. Where the applicant owns property only on one side of the roadway it will grant 25 feet of right-of-way from said centerline. The Applicant shall provide an area adequate for vehicles, including recreational vehicles, to turn around on Park property at the main entrance to the Park. If any of the improvements described herein have been completed by others prior to Phase II, NVRPA will be relieved of those road improvement responsibilities. Notwithstanding the above, the Park may open to Phase I uses which allow birders, hikers, boaters (who launch from the shore), rental house tenant and general visitors prior to any work on Hibler Road.
16. Subject to VDOT approval and prior to the opening of the park, construct a northbound right turn lane from Route 15 onto Limestone School Road. If this turn lane has been constructed by others prior to Phase I opening, NVRPA shall be relieved of such construction obligation. If additional right of way is needed to construct the turn lane, and the Applicant is unable to acquire the necessary right-of-way or easements at fair market value, then the Applicant shall request the Board of Supervisors initiate condemnation proceedings to acquire the necessary land and/or easements. If the Board of Supervisors chooses not to initiate condemnation proceedings, the Applicant shall be relieved of the obligation to construct a northbound right turn lane from Route 15 to Limestone School Road. Notwithstanding the foregoing, if VDOT approves a roundabout at the intersection of Route 15 and Limestone School Road prior to the installation of the turn lane, NVRPA shall, in lieu of construction of the turn lane, contribute an amount of cash equal to the then-estimated cost to construct the turn lane (as verified by a third party cost estimate) to Loudoun County at the time VDOT or third party commences construction of the roundabout, to be applied to the construction of said roundabout. In no event shall NVRPA be responsible for constructing the roundabout. Should the permitting or construction of the turn lane be delayed at the request of VDOT or Loudoun County in order to consider traffic alternatives, including but not limited to roundabouts, NVRPA shall be allowed to develop and open the park, subject to the

conditions of paragraph 15 above, prior to the construction of said turn lane. Notwithstanding the foregoing, NVRPA shall diligently pursue construction and completion of the turn lane as soon as possible after VDOT permitting is issued and the County requests in writing such construction to commence. Furthermore, in the event VDOT approves the construction of a roundabout, NVRPA shall be permitted to open Phase I of the park no sooner than 6 months following such written decision by VDOT, independent of whether the roundabout has been completed.

17. Subject to VDOT approval and prior to the opening of the park, install cautionary signs (i.e. yield signs) proximate to the one-lane bridge on Limestone School Road.
18. Subject to VDOT approval and prior to the opening of the park, install signs directing park visitors to exit via Spinks Ferry Road.

NORTHERN VIRGINIA REGIONAL PARK AUTHORITY (NVRPA)

a body politic and corporate

By: Paul A. Gilbert (SEAL)

Name: Paul A. Gilbert

Title: Executive Director of NVRPA

STATE OF: VIRGINIA

COUNTY OF FAIRFAX, to wit:

I, the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that PAUL A. GILBERT as Executive Director of the Northern Virginia Regional Park Authority, a body politic and corporate, whose name is signed to the foregoing instrument, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this 19th day of FEBRUARY, 2010.

Susan L. O'Reilly

Notary Public

My commission expires: OCTOBER 31, 2011
281726

430475 v4/RE



A-209